

NO.1
FOR ROAD
TRANSPORT
HISTORY

» Period
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» Rally
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VINTAGE ROADSCENE

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Vintage Roadscene is published on the third Friday of each month preceding the cover date.

- 6 Birmingham's Bedfords**
Ron Henderson turns his attention to Birmingham's choice of fire appliances for the 1950s.
- 10 Showmen on the Heath**
Allan Bedford offers a selection of pictures of fairground transport on Blackheath taken over a period of nearly 50 years.
- 16 More Tipplers on Site**
Another selection of Leo Pratt's pictures of tipplers on site, mainly eight-wheelers.
- 20 The Life and Times of the Ford D Series**
Norman Chapman looks back at a model which became the 'lorry for all reasons'.
- 26 Selling the Products**
Malcolm Bates looks at the way commercial vehicles were advertised during the pre-war years.
- 32 Buses in Dublin in 1951**
Mike Forbes brings us pictures from the Chris Hodge 'Stilltime' Collection showing early 1950s CIE buses in the Irish capital.
- 40 50 Years Since Weymann closed**
Malcolm Wright brings us 50 pictures of buses and coaches built by another bodybuilder which closed down in 1966.

- 50 More Heavy Haulage**
Colin Chesterman has raided his archives to bring us some pictures of some Leicester-based hauliers of the past.
- 53 Rally Diary**
Good Ideas for a Good Day Out during the rest of the year for Vintage Roadscene readers.
- 54 Rally Scene**
Pictures of interesting preserved vehicles from July and August events – Weeting, Rempstone, Masham, Ackworth, Fleetwood, Wiston, Welland, West Bergholt, Biggar and Gaydon, from Vic Capon, Keith Baldwin, Malcolm Ranieri, Barry Fenn, Jim King, Alex Saville, Len Jefferies and Chris Andrews.
- 62 Review Scene**
Christmas is coming – some books and club magazines which Vintage Roadscene would find interesting.
- 67 Scene & Heard**
You have your say, with stories, pictures and thoughts on items in recent issues of the magazine.
- 73 Next Month** – what's in the next issue...
- 74 Tailscene - Early Days**
A couple of Keith Roberts' pictures showing a lorry and a chara' in the days when motoring was an adventure.

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UK HEAVY HAUL

This new film captures 3 very different types of abnormal load movements in the UK. The first film, Deep Pile, follows the movement of a 50-metre long, 170-tonne steel pile from the Chepstow plant of manufacturer Mabey Bridge to the docks at Avonmouth. In the second feature, Kolossal Komatsu, the CPP team capture the marriage of the body to the chassis of a huge Komatsu 785 dump truck prior to its delivery to a busy Hanson Aggregate quarry in the Mendip Hills. The final story is a record of the movement of a massive quad-booster from the Alstrom factory in Stafford to an electricity generating station near Preston. Power to the People not only shows the 500-tonne combination moving over the road network but also depicts the ship-to-shore transfer of the complete vehicle from the marine vessel Terra Marique. This DVD has been fully researched and narrated and aimed square at fellow trucking enthusiasts. **£16.95**



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MOON & THE SLEDGEHAMMER

The Pages live in a ramshackle house situation in six acres of woodland, which they own, themselves, in the heart of the commuter-belt, 20 miles south of London. Peter and Jim earn what little money the family needs by doing casual repairs to tractors and farm-machinery in the neighbourhood. Most spectacular are the archaic steam traction-engines which the men tinker with and drive thunderously about the woodland to no apparent purpose. Behind the Film DVD.

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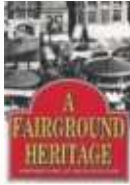
FAIRGROUND PULL-ON

For many people the fairground appears as if by magic. One day the streets are normal with shoppers and car parks; the next day the fair has arrived, fully constructed and ready for opening. This narration free DVD goes behind the scenes and looks at a different side of the travelling showmen's skills as he manoeuvres the enormous loads into position with pin-point accuracy. The DVD also shows the varied forms of transport still being used by today's traveling showmen, from the vintage Fodens and Scammells to the very latest high tech machines. **£12.95**



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FAIRGROUND MAGIC

The famous Nottingham Goose Fair has been captured by Primetime for the first time in the same unique style already seen in the 'Boston May Fair' and 'A Fairground Heritage' videos. This professional video includes showmen's transport, the pull-on at dawn, day and night operation, with stunning shots of many major rides, and the pull-down after closure. Impressive dusk and night time sequences were filmed showing the fair in action. **£12.95**



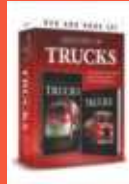
AUSTRALIAN HEAVY METAL

Here you will see some superb examples of the haulage needed to support the continuing expansion of the iron-ore business on Australia's north-west coast. Pete Connock has filmed some of the most exciting trucks in the world, operating between Perth and Pilbara to supply the mining communities with their essential goods and to move iron ore. The script is by Martin Phippard, Pete Connock's partner in the specialist company, CP Productions which for over twenty years has been making films for trucking enthusiasts. **£16.95 Newly released.**



HISTORY OF TRUCKS DVD & BOOK GIFT SET

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The roads of Australia are home to some of the biggest heavy-duty trucking outfits in the world; tri-drive tractors haul 175-tonne four-trailer outfits on the same roadways used by your average motorcycle or car; making things interesting to say the least. The CP team does not limit their footage to the main roads, however and this DVD will be sure to impress with shots of even larger machines working on isolated dirt tracks **£16.99**



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On 30th March 2002, First Eastern Counties said farewell to its remaining Bristol VR buses. This evocative and lively DVD follows the last six months of operation of these superb double-deckers in and around the East Anglian town of Lowestoft, once the home of the prolific bodybuilders Eastern Coach Works. The programme charts the development of the VR model with its original Eastern Coach Works body. We go right back to its originals with the Bristol K type body through to the Lodekka and finally the last of the series II VRs with the aid of contemporary and old photographs and film. A preserved Series II is examined in detail and we met several drivers of these great vehicles who have many fond memories to share. **£16.99**



BUS BUSINESS 2

Looks at a vehicle that has become a national icon that's recognised throughout the world - London's Routemaster. As its reign finally comes to an end, enthusiast Jonathan Whitham takes a tour through the London streets to view current models, along with lovingly preserved and refurbished examples. He explores their history in this professionally produced programme that present an affection and unique record of this most classic of buses. **£16.99**



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This programme incorporates more incredible footage of massive, heavy-duty tractor-trailer combination operating across the Australian continent. Beginning in Western Australia, the DVD shows a Kenworth K-100G twin-steer; tri-drive dromedary unit hauling a 248 Quad trailer to the gold mines north of Kalgoorlie. **£16.99**



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Jensen is just one of the now almost forgotten lorry builders which flourished briefly at one time. This picture from the latest Road Transport Archive issue 'The Rare Ones' shows a good example. An early convert to the Jensen was Reads of Peterborough. Here, the Perkins P6-powered dropsider has headed south to London's Royal Albert docks to 'deliver a load for export' we're told. The picture, which was used in 'Modern Transport' magazine (from which Vintage Roadscene arguably has evolved), was taken in November 1948.

We are nearing the end of the year, and with it, the rally season, although there seem to be events all-year-round these days (if you're organising something, please let us know the dates, so we can help publicise it for you). The Classic Commercial Show at Donington at the end of October, organised in association, of course, with Kelsey's classic lorry titles and advertised elsewhere in this issue, rounds off the season for us.

Mind you, we have such a back-log of rally reports and pictures of interesting vehicles from all our regular correspondents, plus some new names, that our 'Rally Round-up' is likely to go on right through the winter. This offers the opportunity to see some of the restored vehicles we might have missed, while remembering warmer summer days, while sitting by the fire, getting our regular dose of transport nostalgia.

Rest assured that we will maintain the main theme of Vintage Roadscene, as we and our contributors continue to plunder the archives for pictures, old and not so old, showing our road transport the way it used to be. Of course, if you have any photographs or memories you'd like to share, we'd be happy to hear from you.

This issue covers our usual wide range of subjects. Hopefully there is something for everyone and you'll find all the contents interesting. We might be a little 'heavy' on the bus side this month, but a significant anniversary, 50 years, since the closure of a much-respected

passenger vehicle bodybuilder could not go unmarked, while the buses of Ireland's capital, familiar in many ways, were also just a little bit exotic, being locally-bodied in the main, largely to the usual classic style, but with some design quirks particular to the operator, which built them itself – shades of Midland Red – on export model chassis from Leyland; well, how could I resist them? I hope you will be equally intrigued.

Just as intriguing are the vehicle makers who didn't quite 'make it'. Small companies have always 'had a go' at beating the big manufacturers, with specialised or localised products, seeking to make their mark in the commercial vehicle market, just as they have in many other fields. There have also been unusual products from the major lorry-builders, many of which have been forgotten, along with the lesser-known marques.

All these are remembered in the latest issue in our 'Road Haulage Archive' series, with 'The Rare Ones'. Malcolm Bates has trawled his and 'Steve' Stevens-Stratten's archives, to bring us pictures and memories of long-lost makes, like Armstrong Saurer, Gilford, Jensen, Proctor, Rowe Hillmaster, Rutland and Sentinel, as well as some fascinating rarities from well-known names like AEC, Austin, Commer, ERF, Ford, Leyland, Maudslay and Seddon. A few of these have survived to appear on our rally fields, along with the more numerous types, but many are now only memories, which this publication will help to revive.

Meanwhile, I hope you enjoy this issue and look forward to seeing you at the Donington show.



ON THE COVER...



The operator-built bodywork obscures the fact that this CIE coach is built on a Leyland, an OP53/1 export chassis, nearly new in this 1951 view in Dublin. Coras Iompair Eireann, Ireland's national transport provider, at that time with lorries as well as buses and trains, had been formed at the end of World War II, to take over a number of different companies operations. Many of the fleet were quite new, Ireland not suffering the austerity of war-torn Britain, with the slightly exotic look that well-known chassis types always have when bodied locally. This just adds to the fascination of this series of pictures from the 'Stilltime' archive. (CHC aa0609)

BIRMINGHAM'S BEDFORDS

Ron Henderson turns his attention to Birmingham's choice of fire appliances for the 1950s



Above: This is one of the first batch of six Bedford SB Wilsdon fire engines for Birmingham, carrying a 50 ft John Morris wheeled escape ladder and 35 ft extension ladder. Delivered in 1952, it is the sole survivor of the 27 Birmingham appliances.

The City of Birmingham Fire Brigade was Britain's biggest county borough fire authority, covering an area of 80 square miles. Following the return of the country's fire brigades to local authority control in 1948, and the consequent re-organisation of the city's fire-fighting resources to meet peace time risks, the brigade's fleet was made up of 56 appliances, operating from 18 fire stations spread throughout the city.

Birmingham's was an innovative brigade in the pre-war years, being one of the first authorities to purchase modern appliances, which were equipped to avoid crews hanging onto the sides of open fire engines, by relocating them in-board the appliances, where there was no risk of them falling off. They were still exposed to the open air though.

Just before the onset of World War II, a further step was taken, by buying a new forward control Leyland appliance with fully enclosed accommodation, something of a luxury in that era. The nationalisation of



Above: From the second batch of six Birmingham Bedfords, Pump Escape PE31 is shown on the forecourt of the city's central fire station.

Britain's fire brigades in 1941 then prevented the purchase of new appliances for the duration of the war. Instead, a massive programme of building standard fire engines

to the order of the Government's Office of Works Department and subsequent allocation of these fire appliances to regions throughout the country was undertaken.



Above: A pre-delivery view of OVP 295, from the final batch of seven appliances delivered in 1955. This last batch had a fixed ladder built into the side for access to the ladder release mechanism on the roof.

When the City of Birmingham Fire Brigade was re-constituted after the war, there was an urgent need to replace obsolete and standard wartime appliances with new equipment but, even then, orders were initially controlled by the Home Office, which placed orders with certain manufacturers for a series of fire engines, for allocation to the brigades that were most in need of them.

In the case of Birmingham, this resulted in the delivery of two Dennis pump escapes and an AEC Regal turntable ladder. Once these restrictions were lifted, the brigade was free to place orders competitively and decided to standardise on short wheelbase appliances, ordering six Bedford and six Leyland Comet chassis, with bodywork built to the design of the brigade's engineer, Mr Jimmy Hole, based on the pre-war Leyland limousine.

Wilsdon & Co Ltd of Solihull was awarded the contract to build the aluminium alloy bodies. The chosen Bedford chassis was, unusually, the forward control 'Big Bedford' SB passenger chassis, specially engineered by Prestage Ltd, of Birmingham, with the chassis reduced to a wheelbase of 150 inches.

The engine was the Big Bedford Long Life, six cylinder 114 bhp petrol type, with dual mechanical and electric fuel pump and dual ignition, with two coils wired in parallel. To ensure immediate starting from cold, a mains-operated immersion heater was fitted in the radiator bottom hose connection. The enclosed cab accommodated six firemen and there was ample locker accommodation for equipment.

Bedford's original publicity brochure

specified a 400 gallon water tank, but on the Birmingham machines, this was reduced to 100 gallons. A Dennis 'No 2' 350-500 gallons per minute pump was fitted at the rear, driven through a special Prestage power take-off, independent of the road wheel transmission. A separate 25-30 gallons per minute pump, driven by a Charles Winn power take-off fitted to the gearbox, was also fitted to supply the single hose reel mounted above the pump.

Ladder equipment consisted of a 50ft John Morris wheeled escape ladder, plus a 35 ft extension ladder and, generally, when operating as a pair from one fire station, one appliance would be fitted with the

escape, the other with a 35 ft ladder, but the equipment was interchangeable as needs arose.

These were odd-looking machines, with very little overhang behind the rear wheels, but they became almost wholly associated with the City of Birmingham. The six Leyland Comets were fitted with the same style of bodywork. The first six Bedfords entered service in 1952 and from then on pumping appliances were Bedford-based, with a total of 27 SB models introduced into service in Birmingham.

Bedford chassis were also selected for the brigade's new turntable ladder foam tender



Above: This appliance is also from the 1957 batch and is running as a major pump, without the wheeled escape ladder. The ladders stowed on their sides was a Birmingham peculiarity, as was the blue light mounted on a tripod framework, devised to make the beacon visible from the rear when the escape ladder was fitted.



Above: Blackburn Fire Brigade operated from only one fire station, with a mixed fleet of AEC, Bedford and Dennis fire engines. This Birmingham-pattern Bedford was delivered in 1953 and, in common with other Blackburn's fire engines, maintained the age-old tradition of naming the vehicles. This one was named 'John Charnley'.

and emergency tender/breakdown lorry. In 1961, a pair of Bedford TK chassis with 100 ft Magirus ladders were delivered, followed a year later by a new Salvage Tender, also on a TK chassis. Thereafter, there was a total departure, with most of the later appliances being bought from Dennis Bros.

Although the short wheelbase Wilsdon bodied Bedford SBs were mostly associated with Birmingham, a few other fire authorities

Right: This is the first of four Cambridge and Isle of Ely Fire Brigade's Bedford-Wilsdons fire engines. The other three featured natural finish unpainted aluminium bodies. None of them were equipped to carry wheeled escape ladders but, unlike the Birmingham machines, carried a portable pump in a large side locker.



Above: This example served at the Dunlop Rubber Company's Fort Dunlop premises at Erdington, Birmingham and is another of the class that still survives in operational condition.

chose to adopt the design. Cambridge and Isle of Ely Fire Brigade, a county authority, bought four, Blackburn bought one and two were bought by private industrial brigades, Imperial Metal Industries, Birmingham and Fort Dunlop. The Birmingham Bedfords remained in service until the late 1960s, with two of them gaining second careers at Birmingham's Elmdon Airport and Reynolds Tubing works.

Three of the type survive, only one of them being a former Birmingham appliance, which was first acquired by John C Thompson and restored to full working order. This one is now housed at Wythall Bus Museum. The others are a Cambridgeshire and Isle of Ely machine, in the custody of the Fire Service Museum Trust, and the Fort Dunlop appliance, which was on display at the Welsh Fire Museum, Neath but has recently been offered for sale by its owner.

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Showmen On The Heath

Allan Bedford visited the fun fairs held on Blackheath many times and has provided us with a selection of over 60 photographs of the fairground transport, taken over a period of more than 46 years.

Blackheath in South-east London, straddling the Royal Borough of Greenwich and the Borough of Lewisham and once part of Kent, has been the scene of many historic gatherings over the centuries. Crossed by the London to Dover road (now the A2, the present Borough boundary), the area was a notorious route for travellers before the motor age.

The area's sporting links, include golf around 1608, cricket around 1730, Rugby in 1858 and, since 1981, the starting point of the London Marathon in the adjoining Greenwich Park.

Its wide swathes of green (some 211 acres) have, however, been enjoyed by many

generations of Londoners in search of leisure and recreation. On Bank Holidays, or perhaps a free Sunday, you could float a model boat, fly a kite, ride a donkey and, in November, enjoy the fireworks. For sheer enjoyment, however, a visit to the fair or occasional circus proved irresistible, to let your hair down and get away from it all.

Background

The earliest record of the granting of royal consent for a fair was in 1683, although held chiefly for the sale of bullocks, horses and toys! By the 1740s, there is a record of freak shows and the Heath became the venue of numerous fairs. Following the 1871 'Fairs Act', many of these events dwindled or were

Top: The Forrest family from Dartford have been associated with fairs on the Heath for generations. One of my earliest recollections of their maroon painted fleet during the 1950s was this Armstrong Saurer generator truck, BKN 772 (Kent, December 1934), 'Dover Queen'. This shot taken by prolific photographer, John H Meredith, is at the Easter Fair on 4th April 1953. John specialised in PSVs and trams, including old showman's buses, but fortunately for us he also had 'wider horizons'. (A Bedford collection)

Right: Forrest's winter storage yard was in Bullace Lane, Dartford, at the back of the High Street's main shopping centre. In September 1969, I found the showmen's ex-military Mack 6x6, LPC 880 (Surrey, January 1947). The company had a second one registered LKK 101 (Kent, December 1948) and both survived into the early 1970s.



banned but, luckily, public holiday events were able to continue often spreading over a wide area.

With the arrival of the railway to Greenwich in 1838 and Blackheath in 1849, Londoners arrived in even greater numbers. On Easter Monday 1873, a crowd estimated at 50,000 packed the Heath, proving a challenge to the policemen patrolling the area, in an effort to keep the peace. During this period the enterprising landlord of 'The British Queen' pub and brewhouse nearby, one James Peacock, brewed gallons of 'Peacocks Swipes', to quench the thirst of the revellers. Much of the food on offer, however, at these gatherings was of a dubious nature and the home-made ice cream was to be avoided at all costs!

The coming of frequent LCC electric trams and LGOC buses passing through Greenwich and Deptford, and Thomas Tilling route 75 crossing the Heath from 1912, provided more options to the thousands of pleasure seekers.

By the late 1930s, showman's transport was in a transitional stage, with steam driven rides and their transports moving from steam to diesel. Armstrong Saurer lorries proved a popular alternative to the showman's engine or road locomotive. Many old buses, especially petrol-electric Tilling Stevens, replaced traditional caravans and trailers for both living, storage and generating use.

One early pioneer of fairground photography, Phillip Bradley, visited Blackheath twice in 1938. The earliest engine

Right: At the Easter fair in March 1970, this 1948 Foden PVSC6, chassis no 27354, with coachwork by Associated Coachbuilders of Sunderland, was hemmed in, but I managed this close-up. Formerly in the fleet of Crown of Birtley, County Durham, which also operated a few others, BCN 28 was first registered in Gateshead in August, 1948.



Left: In an equally cramped spot, this former Hovis Albion HD53 four-wheeler, LUW 53 (London, 1950), was part of the Forrest fleet, when seen at Easter 1973.

Below: From the same batch, LUW 56, wearing the cream and green Hovis colours, is seen parked up empty around 1966. The damaged hoarding posters behind, supporting the Winston Churchill Memorial appeal, used the same stern image of the great man which featured on postage stamps issued after his death in 1965. (A Bedford collection)



Left: Variety is provided at the Easter fair in 1977, with 'Mickey Mouse' Foden S21, 272 EYU (London, 1962), a 1964 London-registered Guy Warrior and an LAD-cabbed Albion, while to the rear, the Big Wheel turns. **Right:** A familiar sight when Forrest's came to town was a pair of ex-Whitbread 1951 AEC Mammoth Majors. Still looking good for Easter 1977, MLE 411 survived to be preserved by Dave Norton and is now owned by Fraser Clayton. The other example was registered MLE 990.

of the five recorded on these visits was Burrell No. 1887, 'The Empress of India', built in 1895 and by that time in the ownership of the Bailey family. Sadly, by the early 1950s, steam had faded away.

As a lad, visiting the fair was a rare thrill, but the atmosphere during this period had perhaps reached its peak with the arrival of rock and roll music adding to an already heady mix:- throbbing Gardners, hot generators, strings of flickering bulbs, screaming girls on the rides, sticky candyfloss and the smell of hotdogs mingling with the diesel!

But, above all were the hidden amplifiers, belting out the music, including the magic words of one immortal 'rocker', which perfectly reflected the life of fairground folk: "I'm the type of guy who likes to roam around, I'm never in one place, I roam from town to town" (The Wanderer by Dion DiMucci, 1961).

These days the main fairs on the Heath are limited to the Easter and August Bank Holiday periods. I began taking photos of a few visiting vehicles in 1970 with my last visit in 2015.

Below: Nichols is another famous fair family seen on the Heath. This Foden, EXO 283, was especially built for them in 1938 and was able to haul a gross train weight of 50 tons. It was designated a model GHT6-50 by the makers and powered by a Gardner 6LW. A few years earlier, I had seen it with the nearside wing almost falling off but, by Easter 1977, it looked much better and is believed to be still extant.

Right: Another Nicholls regular also seen at Easter 1977, next to the A2, Shooters Hill Road, was this 1966 Guy Invincible, ORO 788D, with Forrest's Mammoth Major seen behind.



Above: Arriving at the Salisbury refreshment stop, on the 1995 Bournemouth to Bath run, is the ex-Forrest's Mammoth Major, MLE 411, in its 'Baynards Haulage' livery.



Above: At the Easter 1978 fair, this 'tin front' AEC Mammoth Major Frame Truck, WXR 498 (London, around 1959), was in attendance. With the addition of a trailer, this carried Webb's 'Big Wheel', seen in the background. Note also the showman's Mercedes car - they always knew how to travel.



Left: A real rarity present for Easter 1978 was this 1961 Dennis Condor, VDR 470, once part of the 'Farleys Rusks' fleet, hence its Plymouth registration. Farleys is now part of the Heinz Group. **Right:** In March 1978, Forrests yard in Dartford was vacated, owing to the construction of a relief road around the town. During the clearance, several ancient relics came to light and, following a tip from a friend, I was fortunate to arrive to witness this very rusty 1920s Leyland. At the time, 'Old Motor Magazine' still had its offices in Air Street, London W1. I phoned the number and was able to speak to Prince Marshal himself regarding the find. On my describing the snub nose, he immediately informed me it was an SQ2 of approximately 1926 and asked me if it had been converted to Gardner diesel which I was unable to confirm. He subsequently reported its whereabouts to Mike Sutcliffe, who rescued it – see page 178 of his book 'The Leyland Man' – although regrettably it was only a source for spares.



Left: Nichols' fleet of eight-wheelers parked next to the A2 at Easter 1981, featuring Foden S20, RCA 773 (Denbigh, 1958), Guy Invincible, OR0 788D (Hertfordshire, 1966) and AEC Mammoth Major Mk V, 391 YPC (Surrey, 1962).

Below left: A close up of Nichols' S20 Frame Truck at the Easter 1981 event. Once an everyday sight, the chestnut fencing used here is now seldom found, interlocking steel barriers now reign supreme.

Below right: At August Bank Holiday 1981, this very smart Foden S80, LRE 948P (Stoke-on-Trent, 1975) was seen, when still only five years old.



Right: The Rawlins name is another familiar one on the Heath and, for Easter 1982, this Scammell LA/MU, new to Esso in November 1956, was fitted with twin headlights, only seen on the later models. Perseverance, TGI 315, stands next to a 1973 Humber Sceptre, the last model to carry the famous Coventry name. The Scammell later joined Carters Steam Fair.

Below left: Also seen at the Easter 1982 fair was this fine AEC Mercury box van, AUU 445B (London, 1964), with non-original lettering added to the grille.

Below right: This early post-war ERF, carrying a re-styled cab is believed to be ex-British Road Services. HGC 695 was at the Easter 1982 event, facing the wall of Greenwich Park, with a scruffy Ford Cortina Ghia Mk4 and Ergo-cabbed AEC as companions.



At the very wet Gaydon Classic Commercials Show in June 2011 the Smith Family displayed HGC 695 in preservation. It is a model 016, chassis no 3723.





Left: 'Pride of the South', GLF 725, of Beach's was hemmed in on all sides at Easter 1982. This 1942 Scammell LA/MU was once Pickfords fleet no M3696, a 25 ton ballast tractor. The 'guvnor' chose a Volvo saloon, much favoured by show people, for a more relaxed and quicker journey. **Right:** With the bare trees of Greenwich Park behind the wall, it can only be the Easter fair, this time in 1984. This fine ex-Brooke Bond ERF KV six-wheeler, 405 BYE (London, around 1961), was last seen looking rather worse than this, in Roger Mortimer's yard on Slade Green marshes in the early 1990s.



Above: By Easter 1985, Nichols had this very smart Foden S39 eight-wheeler, UPT 20K (Durham, 1972) complete with a set of shiny wheel trims. It was parked next to Shooters Hill Road, with a quite new Volvo saloon for company and the Big Wheel in action.



Above: My visits to the fair became less frequent for the next few years, so we now jump ten years, to Easter 1995. This very late traditional Atkinson Defender eight-wheeler, LAN 224P (Reading, 1975), of H Summers, was fitted with a useful shipping container for a body, as some fairground lads clown around behind.

● More pictures of showmen's vehicles on Blackheath next time...

Acknowledgments

Thanks go to Mick Webber, Peter Horner, John Shearman, Dave Godley and Gary Edwards, for additional information in the preparation of this article, plus the following publications:-

- The Heath, by Neil Rhind
- Fairground Photographs and notes (Jan 1932- DEC 1938), by Philip Bradley – New Era Publications 1999
- Fairground and Circus Transport – Olyslager Organisation BV, 1973.

One of Tilcon's Foden S50 half-cab eight-wheeled tippers, XWR 361J (Leeds, 1970), is seen discharging its load of roadstone on an icy site at Adel, Leeds, during the winter of 1973. Its filthy condition reflected the dirty state of the roads as a result of the weather.



More Tippers on Site

Leo Pratt has sent us another selection of pictures of tippers, taken at construction sites where he was working during his career. Most of them were eight-wheelers and all were British-made.

These hard-worked vehicles were vital to our various operations, delivering the many diverse materials required, or being loaded with 'muck away' from the numerous excavations usually involved.

Then, as now, the eight-wheeler proved a very popular choice among operators. The difference is that, then, almost all were of British manufacture, although the foreign invasion had started, and slowly all our home-grown products were to disappear.

Right: Another Tilcon Foden eight-wheeler, this time an S80, OWW 794M (West Riding, 1973), about to tip its load of 'Type 1 Sub Base', on a bitterly cold winter's day, on the same Adel site, on this 'roads and sewers' contract.



Right: This long wheelbase AEC Marshall six-wheeler of Horseley's of York, PAT 849G (Hull, 1968-9), was certainly struggling with site conditions, as it discharged its load of 'crusher run' on a new housing site in April 1972 – and she needed assistance getting out.



Above: Another 'old soldier', this rather anonymous Atkinson Mk II eight-wheeler, HHL 95L (Wakefield, 1973), possibly originally in the fleet of Hansons of Wakefield), is seen just about to tip its load, at our Clifton Moor, York site, in Autumn 1985. She was tired, but still earning.



Left: In the 1980s, some sites still used 'the big mixer' for batching concrete on site, and our site at Thorpe Arch was one. Here, this ex-TA Higo Bedford TM four-wheeler, TWT 616R (Leeds, 1977), is seen tipping its load of sand up behind the mixer, during August 1984.

1: SOS Plant Hire from Tockwith, near Wetherby, owned this LV-cabbed ERF 66G six-wheeler, RWY 666M (West Riding, 1974), which proved a very useful vehicle to hire, seen here discharging 'planings', to form the compound for a new site, during spring 1984.

2: On a new contract in Ripon, a large area had to be cleared and bulk-filled with stone. This fine Alfred Hymas of Harrogate Foden S10 Haulmaster, RUG 562W (Leeds, late 1980), was on home territory, as it discharged its load of flintstone, during July 1985.

3: Another vehicle on home territory was this Thackray's of Malton Foden S36, BAJ 250B (North Riding, 1964), here seen on site at Malton treatment Works, during spring 1980. She was reputed to have covered a million miles.

4: On contracts in Scarborough, we hired in 'Stones Haulage', from nearby East Heslerton, for the 'muck away'. Here seen loading at the Corner Café end of Marine Drive is the company's AEC Marshall, SVY 523P (York, 1976), still on good condition and possibly the last working AEC in the area in 1990.





Above: Another fine Stones motor, this Seddon Atkinson 401 was being loaded by the Ackerman H9, at the Marine Drive pumping station site, during autumn 1989.



Left: W & G Taylor of Skipton operated this Foden S10, with revised grille, D309 ASF (Edinburgh, 1986-7), fitted with a scrap-type body with rear doors, which in this case was ideal for delivering 'puddle clay' up to a dam contract we had in the high Pennines during 1994.

Below: Last in this selection of classic British tippers is this final generation Leyland 30-27 eight-legger, F219 EDB (Manchester, 1988-9), of Fastsource Plant Hire, Leeds, seen loading 'muck away' from a local drainage contract.



The K model in 7 ton tipper form. The early model had TRADER lettering on the grille, but this one has FORD. (Ford Archive)



The Life and Times of the Ford D Series

The D series was a very successful part of Ford of Britain's product line, which saw a turn in fortunes for the middle-weight lorry manufacturer. **Norman Chapman** looks back on the model which would echo the earlier Thames Trader forward control to become the 'lorry for all reasons'.

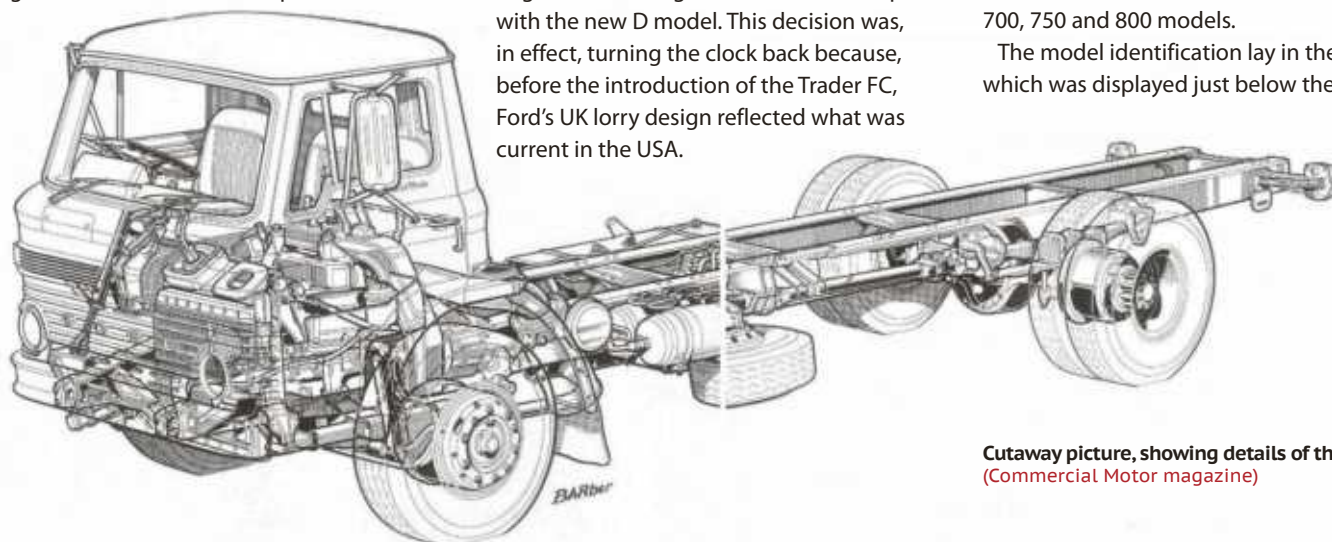
The D model was introduced in 1965 and most people think it was a direct replacement for the Thames Trader forward control (FC) model. In actual fact, the model prior to the D was the Trader K. Although the Thames Trader FC was very successful, the normal control, K model was less so. The need for the company to get back on track, with the production of

a correctly priced and reliable lorry was paramount.

At the time of the FC inception, Ford's British engineers had been granted a high level of autonomy from Ford Headquarters in the design of that lorry. The HQ at Dearborn, Michigan always had a close eye on Ford of Britain's share of the middle-weight lorry market. It was decided to have American engineers assisting their British counterparts with the new D model. This decision was, in effect, turning the clock back because, before the introduction of the Trader FC, Ford's UK lorry design reflected what was current in the USA.

The Langley plant in Buckinghamshire (now Berkshire) would be the birthplace of the D Series. The new wagon was forward control and had a host of new design features to give the competition something to think about. Ford always did things in phases and the first models were for the low payload sector of the marketplace. These were in the 2-8 tons payload range and consisted of the D200, 300, 400, 500, 600, 700, 750 and 800 models.

The model identification lay in the badge, which was displayed just below the windows



Cutaway picture, showing details of the chassis-cab (Commercial Motor magazine)

Right: When the D Series was compared with its fleet mate, the Trader FC, getting into the cab was a lot easier.

of both cab doors. At first, this was fairly simple to understand. However, later, some model numbers were like scientists' mathematical formulae. An additional badge was added to some models which read 'Custom Cab' in chromed metal. The Custom version included a more comfortable driver's seat than the standard model, which also had more adjustment settings and as well as a cab heater.

The beauty of the D Series, from a



Above: The D series wasn't the first wagon with a tilt cab, but the concept would set the scene of what was to come.

maintenance and repair point of view, was the cab, which tilted forward. Unusually, however, to satisfy every potential customer, Ford offered the option of a fixed, non-tilt cab.

Interestingly and not widely known, in a joint venture with Reliant Motors of Tamworth, Ford produced a reinforced plastic cab, to be used as a replacement unit in developing foreign countries.

Before the cab was tilted, care was needed to remove or reposition any loose items, especially heavy ones, inside the cab. There were instances of heavy objects falling forward and cracking the windscreen as the cab was being tilted. The procedure before tilting was to loosen a screw clamp arrangement, at the inside of the back of the cab, then turn the special jointed gear lever through 180 degrees. Outside, there was an additional safety hook and handle at the back of the cab, which was released and, at the same time, the cab was lifted forward using the mudguard as a handle. When the cab reached its full tilt, a safety stay was pushed forward, to keep the cab tilted.

This action was easily achieved by most mechanics and drivers.

The access to the driving position was easy and opening the door revealed the step. The seats were fixed to a raised panel which was designed to allow for space between the underside of the cab and the engine.

Ford offered a few engine options, including four and six cylinder diesels and two six cylinder petrol units. The diesel engines were tilted at 45 degree angle, to allow them to sit lower in the chassis. These motors were revamped 4D and 6D units, as seen in the earlier Thames models, with the main difference being increased bore sizes.

Because they were tilted, certain aspects of the engine needed to be changed. Internally, the timing gears were redesigned, the diameter of crankpin was increased and the piston ring arrangement was altered. Externally, the sump was redesigned and other components were re-positioned. With regard to the diesel engines, the four cylinder was 240 cu in, with an output of 74 bhp. There were two six cylinder options; one was 330 cu in, rated at 102.5 bhp, the



Above: The convoy of Ford vehicles, which travelled to Russia in May of 1965, included three D Series lorries. (Ford Archive)

Right: The D1000 had a polished aluminium trim strip on the front of the cab to set it apart from the rest of the range.

Below: This D800 spec sheet heralded the word 'Powerhouse' into the Ford vocabulary. This was attributed to the Ford 360 turbo engine.

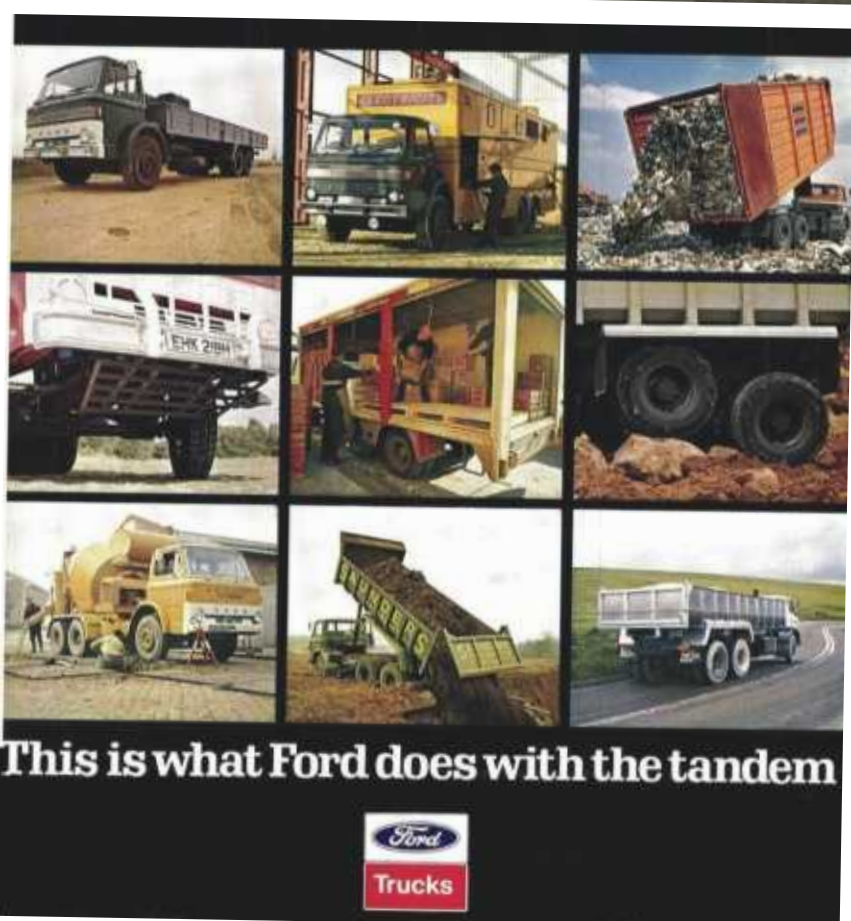
Turbo applications: The D800 and Turbo-Tandem range



The horsepower and torque curves show the maximum output available at the Ford. Not shown is the horsepower loss due to fan, generator and water pump. It is the actual power available to drive the vehicle. Also, the 10% extra power - 110 hp - is available from a range of engine competitive engines.

D 800	Max power (bhp)	Max power (kW)	Max torque (lb ft)	Max torque (Nm)	Max speed (mph)	Max speed (km/h)	Max fuel consumption (l/100 miles)	Max fuel consumption (l/100 km)	Max fuel consumption (l/100 miles)	Max fuel consumption (l/100 km)
REGIO	110	80	210	285	100	160	10.0	6.2	10.0	6.2
TIPPER	110	80	210	285	100	160	10.0	6.2	10.0	6.2
ARTIC	110	80	210	285	100	160	10.0	6.2	10.0	6.2
20-ton	110	80	210	285	100	160	10.0	6.2	10.0	6.2
TANDEM	110	80	210	285	100	160	10.0	6.2	10.0	6.2

See the Ford Turbo 360 and other new ideas from the Powerhouse Stand 102, Earls Court



This is what Ford does with the tandem



Above: Tandem-drive conversions became part of the range and here is a Ford advert showing a number of variations.

other a 360 cu in, rated at 113.5 bhp.

The petrol engines were fitted into the chassis in a normal position because their physical size was smaller than the diesels. The outputs of these were 103 bhp from the smaller 240 cu in and 130 bhp from the bigger 300 cu in.

There were three basic transmissions offered, which included the Ford four-speed gearbox and two Clark five-speed units. The main difference between the Clark boxes was the gear ratios used. The type 2651 box was fitted to models with the basic Ford rear axle. Type 2621 was recommended for use with the Eaton two-speed axle. There were six different rear axles, four were Ford single speed hypoid bevel types and two were of an Eaton two-speed spiral bevel design. Turner's of Wolverhampton would later build both of the Clark gearboxes, under licence.

The suspension was of standard leaf spring design on the smallest and largest models. However, there was something new on the rear for some mid-range types. The D500 to D800 were fitted with a special leaf spring

arrangement, which was only fixed at one shackle point. The multi-leaf spring didn't have any shackle bushes and was allowed to slide in special hangers.

Also incorporated was a three-leaf half-spring, or radius leaf, which pointed towards the front of the vehicle. On the end of this was a shackle bush, which was fixed to a hanger with a pin. Ford stated that, with this

arrangement, there was no need for a helper spring. Later, however, helper springs were fitted as an extra option.

The braking system on the smaller models was vacuum assisted, while the larger models had a full air capability. The handbrake was similar to an umbrella handle and was fitted to the lower dash panel alongside the steering column.



Above: The D0707 could be driven on a car licence, after legislation changed in 1973. The wagon was a down-rated version of the D0807 to be just under 7½ tons GVW. (Ford Archive)
Right: Vickers All Wheel Drive was probably the least well-known of the specialist converters.

Russian Initiative

Ford was always looking at global markets and in the same year as the D Series launch, the company sent a convoy of three lorries to Russia as an export initiative. The wagons were driven the estimated 10,000 miles round trip from the Brentwood HQ to Sochi and back. On the return journey, stops were made in various parts of Europe, including Prague and Vienna. The convoy, which also included a Ford R series coach and three cars, was then shown to the press and government officials. Never to let a good

opportunity go by and for shrewd good measure, one of the lorries carried a Ford farm tractor.

As the D Series progressed, the range became somewhat complex with lots of variables, which put more emphasis on the salesman's role. Ford introduced a salesman's handbook and a procedure known as the '7 Step Walkaround'. In a perfect sales scenario, the customer accompanied by the salesman, would walk around the new vehicle and he would point out the features of the lorry. In turn, the

**heavy duty
site work
demands
fully articulated power
and the DT800 6x4 HD has it**

- 5-Spring articulating bogie
- Lockable inter-axle differential
- Choice of 3-speed auxiliary gearbox or 3-speed axle

See your Ford dealer and specify the heavy duty model.
 Built for the Ford Motor Co. Limited by -

**VICKERS
ALL WHEEL DRIVE**

VICKERS LIMITED ENGINEERING GROUP All Wheel Drive Vehicle Division
 Vickers-Armstrongs (Colours) Oxford Street Bilston Staffordshire Tel: Bilston 42891



customer would tell the salesman of the desired features that they were interested in.

Ford was constantly being asked for conversions and fitments to some vehicles, which could not be carried out by the company itself. As this had also been experienced in the US, it seemed second nature that the solution reached there should also be adopted in the UK. The result was the



The more modern black plastic grille has had a coat of white to match the livery on this Reed Corrugated Cases artic.



Above: A show of strength with the popular product line when it seemed that everything Ford touched turned to gold.

Right: Gravitas for Ford: This D Series was used for the Pope's visit to Ireland in 1979. (photo Collins Press).

Special Vehicle Options (SVO) organisation being created at the hub of production, the Langley plant.

Introduction of the D1000

Phase II began in 1967, with the D Series going through a number of changes. The most important was the introduction of the D1000, which had Ford entering un-charted territory, with the 'Heavy Truck Range'. Apart from four variants of a 16 ton chassis, two of the model range were 4x2 tractor units built for the 24 and 28 ton GTW market. The larger capacity unit was fitted with a Cummins V8 diesel engine rated at 185 bhp, coupled to a ZF S6-70 six-speed gearbox. Eaton supplied its 19800 model two-speed rear axle. The range had full air-brakes, twin-plate clutches and a double-skinned exhaust system, fitted with twin exhaust brakes. The reason for the double skin exhaust and also additional soundproofing on the underside of the cab was to reduce the noise made by the



Cummins motor. To set the D1000 apart from the rest of D range, Ford added an aluminium strip on the front panel of the cab, between the flasher lamps.

A year later, the D1000 could be bought with two options of the Ford-badged Perkins V8 turbo diesel engine. The power outputs were 170 bhp, for the 16-24 ton GVW models, and 185 bhp, for the 28 ton tractor unit. In the same year, Ford introduced the 360 six

cylinder six litre in-line turbo engine, which would be also fitted to the D1000. Emerging at this time was the revamped D800, with a few variants. These were a 20 ton GVW, 94 inch wheelbase tractor unit, plus four wheeled rigid chassis with a few wheelbase options. These were for a gross weight of 12¾ tons. There were two six-wheelers, in the form of a tipper and a longer multi-option chassis, both plated at 20 tons GVW.



1: Artistic licence from the bodybuilder, who has used more than ingenuity to allow the cab to tilt on this D1618 panel van.

2: The D Series was a popular vehicle with all of the utility companies and this Powered Access Tower saw service with NEEB.

3: Another NEEB vehicle was this D1000 24 ton artic with King Lo-Lode trailer and Hiab crane for transporting heavy cable drums.

4: From a Ford advert this D Series is seen with a Green Shield Stamps trailer. Did you know the Green Shield catalogue company later became Argos?

5: This is what it's all about. A D Series restored to be shown at rallies and lorry gatherings, so the youngsters can see what transport used to be like.



These modified chassis were the brainchild of the SVO department. The tandem conversion was carried out by specialist companies, including AWD, Vickers or County Commercial Cars.

Of Ford, it has to be said that the corporate finger was well and truly on the pulse of transport matters at home and away. In 1972, there was a proposal issued by the UK Government, stating that in November of 1973, anyone driving a goods vehicles with a GVW of 7½ tons or over would need an HGV licence (replacing the previous 3

tons unladen rule). Ford introduced two D models, the D0707 and the D0710 which, fitted with a suitable body, came under the margin at 7.37 tons gross, which could be driven on a car licence. Both models were down-rated versions of the D0807 and D0810.

Face-lift

The D Series would live long and prosper, at home and abroad and, in 1979, the wagon underwent a facelift. The company added the Ford oval badge to a new black plastic

grille, along with modern square headlights. The total number of all of the D range of models built, amounted to around 540,000 vehicles.

The era of the D Series was a successful one for Ford, which had the commercial vehicle market more or less covered. The product line also included the Escort van, the Transit, the A Series and the Transcontinental.

Things could only get better and, in 1981, the company launched the Cargo model – but that's another story.

THE HARD SELL

A chance purchase of a couple of boxes of old car books at a local auction also included a vast old-fashioned 'Scrapbook' containing thousands of car adverts, stating from the 1890s and ending on the eve of World War II. Did the owner never come back from the conflict? Who was he? And what was the motivation? Just to add a bit more interest, at the back was another section featuring adverts on commercial vehicles. As **Malcolm Bates** explains, they help give us a taster of how commercial vehicles were advertised before the war.



Ford

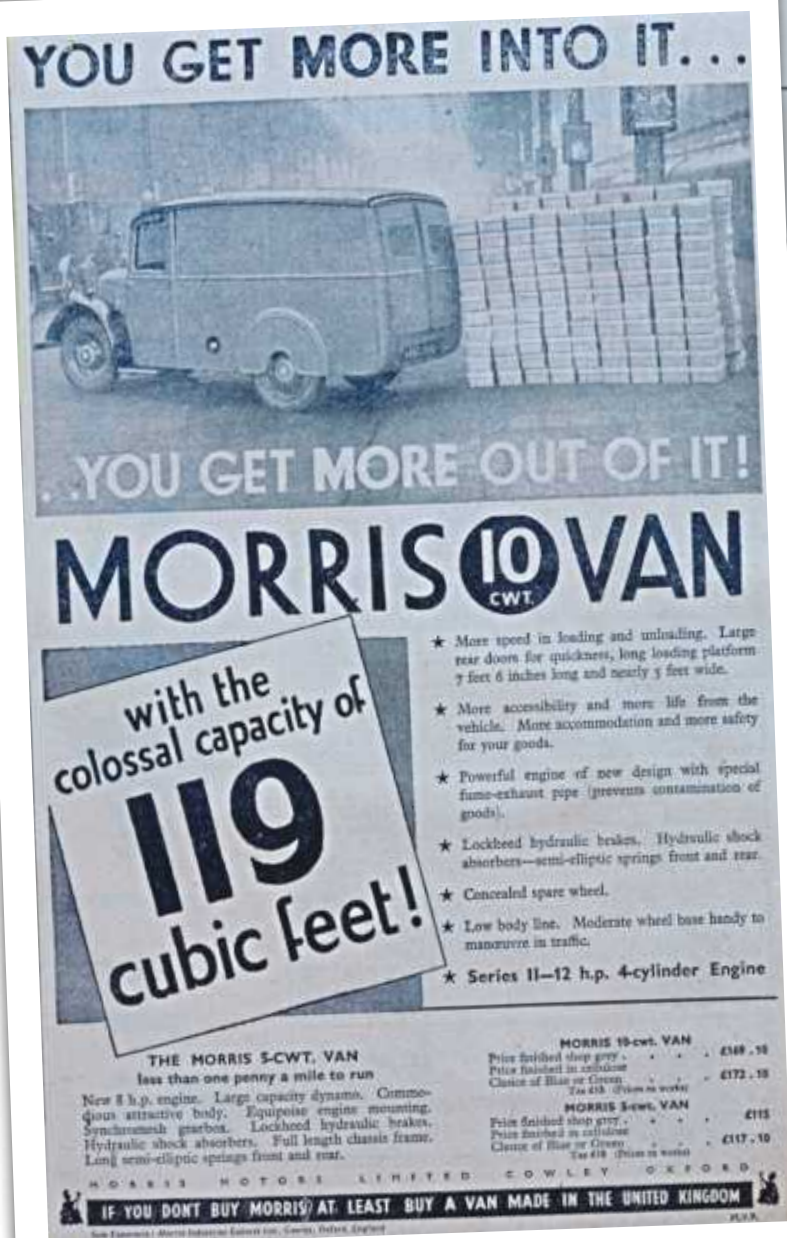
**5-CWT.
VAN
£100**

**Greatest Commercial
Vehicle Value Ever Offered**

On Request : All Prices at Works : Dealers Everywhere

4 Trucks—Proved by the Past—Improved for the Future!

COMPANY LIMITED, WORKS: DAGENHAM, ESSEX. LONDON SHOWROOMS: 88 REGENT ST., W.1



YOU GET MORE INTO IT...

...YOU GET MORE OUT OF IT!

MORRIS 10 CWT. VAN

with the colossal capacity of 119 cubic feet!

- ★ More speed in loading and unloading. Large rear doors for quickness, long loading platform 7 feet 6 inches long and nearly 3 feet wide.
- ★ More accessibility and more life from the vehicle. More accommodation and more safety for your goods.
- ★ Powerful engine of new design with special fume-exhaust pipe (prevents contamination of goods).
- ★ Lockheed hydraulic brakes. Hydraulic shock absorbers—semi-elliptic springs front and rear.
- ★ Concealed spare wheel.
- ★ Low body line. Moderate wheel base handy to manoeuvre in traffic.
- ★ Series 11—12 h.p. 4-cylinder Engine

THE MORRIS 5-CWT. VAN
less than one penny a mile to run

New 8 h.p. engine. Large capacity dynamo. Commensurate attractive body. Equipped engine mounting. Synchronesh gearboxes. Lockheed hydraulic brakes. Hydraulic shock absorbers. Full length chassis frame. Long semi-elliptic springs front and rear.

MORRIS 10-cwt. VAN

Price finished shop grey	£169.10
Price finished in customer's choice of Blue or Green	£172.10
Tax £18. (Price in works)	

MORRIS 5-cwt. VAN

Price finished shop grey	£115
Price finished in customer's choice of Blue or Green	£117.10
Tax £18. (Price in works)	

MORRIS MOTORS LIMITED, COWLEY, OXFORD

IF YOU DON'T BUY MORRIS AT LEAST BUY A VAN MADE IN THE UNITED KINGDOM

See Dealership: Morris Industries Sales Ltd., London, Oxford, and other

Above: We all know the one about the Ford 8 being the first decent-sized £100 car – even if the only engine option was a wheezing side-valver, at a time when Morris Minors had an overhead camshaft. But on a van? Side-valve engines were probably a bonus, being cheap to run, torquey and best of all, allowing for a de-coke without disturbing the timing.

Here we see a corresponding period advert for the '£100 Van'. Note how the spare wheel was strapped to the driver's door in this advert. Weren't they normally on the nearside door?

Left: Not to be outdone by American-owned Ford, our very own Morris Motors started to play the 'Patriotism' card, by suggesting that it was more patriotic to buy a Morris, or if not, at least "a van made in the United Kingdom." Trouble is, Ford then started a campaign that gave the distinct impression that the company was "Ford of Britain" – which many believed. In some cases, right up to the point when Ford's American bosses closed the Transit plant at Southampton and moved production to Turkey. Here we see the Morris competitor to the Ford E83W, the semi-forward control, offset drivetrain '10 Cwt. The Morris was marginally up on power – by at least 2hp! – and featured hydraulic brakes. Price? £169 10 shillings. Note that compared with the Ford 8 Y-Type-based van, the price of the Morris 5 cwt model was just £15 more.



1: Moving up the model range now, we find this rather dramatic advert for the new Morris Leader – very much the ‘Heavy’ in the Morris Commercial range at the time. The 80hp engine mentioned is of course a petrol unit – there would be no mention of heavy ‘Oil Engines’ in even the largest models from the volume manufacturers until into the 1950s.

The 4 to 5 ton Leader had a distinctly trans-Atlantic look, complete with cab sun-visor (did the sun ever shine in Birmingham?) and of course had one over many of the numerous 5-tonners from the manufacturers of heavy duty chassis, by getting the unladen weight well below 2½ tons, so was able to travel legally at 30mph. If £330 sounds cheap to us today for a full-sized lorry chassis, then it’s worth noting that this was three times the price of a Ford 5 cwt van and car. Three times the price of a new Ford Mondeo would still buy you a modest new truck today.

2: Here’s one you’d love to find today in a dusty old barn! A normal control Fordson 3 ton tipper with – get this – hydraulic tipping action, rather than the wind-up systems still common right into the 1930s.

Reading the small print, we find the 3-tonner comes with, not a four or six cylinder engine, but a V8! Another innovation at the time was that rather than timber construction, which was still the norm right into the 1960s, this model could be ordered with an all-steel body. All for £315 ex-works. It’s also interesting to note that such a product was advertised, not only by Ford nationally, but by local dealers such as Chaseside Motors of Hertford and Enfield.

3: Here’s another impressive advert for the Ford 3-tonner. This one is for a dropside truck doing manly things that might only be expected from a Leyland or AEC, involving a crane. Two wheelbases are on offer here, the shorter of which can now be ordered with a three-way tipper, as well as a dropside body. The styling is entirely in-line with what Ford customers in the USA might have expected – it would not be until after the end of World War II that Fords in the UK took on a look of their own.

Personally, I find scrapbooks a rather sad reflection on past times. My Mum used to – and don’t laugh, please – keep a collection of all the birthday cards I got as a kid. Scrapbooks are sad for a couple of reasons. If the past involved happier times, we might wish we were still there. If the past involved unhappy times, then a scrapbook is about the last thing we might want to remind us of things we’d previously tried to forget.

On a more practical note, scrapbooks are a very good way of wrecking priceless old magazines, by cutting them to bits and covering the backs of every page cutting with old-fashioned glue that colours everything a disgusting brownish yellow. As a kid, I started to keep one on old lorries – thank goodness I could never afford the glue (or the scrapbooks!) so the items of interest were never dowsed in ‘U-Who’ – or whatever that stuff that came in glass bottles with a rubber squeegee applicator thingy was called. So while I saved-up my pocket money, all the cuttings were stuffed in old envelopes, most of which I still have largely unscathed.

Of course, that still meant I’d already wrecked otherwise interesting articles by attacking them with scissors. But I was younger then.

If there’s another ‘issue’ with scrapbooks, it’s the fact that most people might be expected to stick various items of interest on both sides of each page. With the benefit of hindsight – and the prospect you might want to scan the same items today – it’s highly likely that (a) that horrible glue we were talking about earlier will still be bonding items doggedly to the page so you can’t get them off and (b) as a result, you still won’t be able to cut the item out of the page because there’s bound to be equally interesting subject stuff on the reverse side.

How do I know all this? Because I’ve just spent the last few weeks trying to discover methods of extracting some really rare and previously unseen (unseen by me, that is) adverts from a giant scrapbook I purchased recently as part of a job lot at auction. Initially, I thought the subject matter was entirely car-related. That was interesting enough, as the adverts went right back to the dawn of motoring in the 1890s. Did you know there was a ‘Bedford’ car made

by another company prior to GM-owned Bedford commercials? No, me neither.

A SNAPSHOT FROM THE PAST

The hundreds of adverts – some of broadsheet newspaper page size format – had been removed from what was clearly a fascinating cross-section of newspapers and magazines. Not only from Britain, but Australia as well. Were they sent over by a relative? Or did the scrapbook owner visit Oz at the time? We’ll never know. But after the clippings ended mysteriously in 1938, the mass of pages left blank still to be filled, suggested the original intention was to keep on going, to make some chronological history of the automobile, before some unforeseen event caused a halt.

But hang-on, what’s this? Right up the back was another section, exclusively on commercial vehicle adverts. Again, many of these adverts had been taken from newspapers, as well as a wide cross section of magazines in contrast to the adverts we, as enthusiasts, tend to be aware of, which come from transport publications such as ‘The Commercial Motor’, ‘Motor Transport’,

SERVING BRITAIN & SAVING WASTE—

THE BEDFORD—long, economical, long distance transport for manufacturers and wholesalers... Bedford vans can save time and cost of delivery... Bedford vans can save time and cost of delivery...

AT THE DOCKS—A built-in lorry loading and unloading... a platform lorry pulling up with... a platform lorry pulling up with...

IN THE TOWN—Extending fast... taking patients... taking patients... taking patients...

Every day is a new day for Bedford serving Britain. On... Every day is a new day for Bedford serving Britain. On...

BEDFORD TRUCKS

Make your DELIVERY-SYSTEM a credit to your business




Ford Tax £15 per annum

10-12 Cwt. Van **£168.**

The new 10-12 cwt. van... The new 10-12 cwt. van...

262 CUBIC FEET CAPACITY



For operators requiring a vehicle to carry light, bulky... For operators requiring a vehicle to carry light, bulky...

MORRIS-COMMERCIAL
BRITISH TO THE BACKBONE

Distributors:
DICKINSON & ADAMS, LTD.,
Frederick Street - Luton, Beds.

Ware Garage, Market Place, WARE, Herts.

- 1: Time to see what that other American-owned mass-produced brand, Bedford, was up to. Quite what the inspiration was for the headline "Serving Britain & Saving Waste" is hard to determine. Except, of course, Britain would have been wracked by economic depression at the time – a depression created by the Americans of course. Was that whipping up anti-American feelings among patriotic vehicle fleet purchasers? Could be. The illustrations show – or at least suggest – how important Bedfords were to the British economy at the time. Serving local traders and shopkeepers. And clearly Cadburys as well. Note how the heaviest chassis quoted at this time is only a 2-tonner – a Ford could carry a ton more. Down at the Docks, the Bedford might be helping Empire trade, by unloading frozen meat from an Australian 'steamer' – even if the profits in manufacturing the lorry went back to the USA. In the town, clearly everyone used Bedfords, from the local builder to the fire brigade. "Bedfords," we were told, "were serving Britain." From the Welsh coalfields to the farms of Kent and the industrial north.
- 2: Another US-inspired advert and another product of US origins, the Ford 10-12 cwt van. We kind of know the influence is of American origin by the use of the word "system". On the basis that, with a couple of exceptions, notwithstanding, few British transport and delivery companies would have had a system for doing anything!
- 3: One day, someone will write a concise history of the integral-bodied parcels van. There was a Transit Parcels Van. And arguably the BMC LD fitted into this genre. The species is all but dead now, with just a few Mercedes and VW-based units in service with UPS. But in the late 1930s and right through to the early 1960s? Every manufacturer's range had to have one, typically based on a 30 cwt chassis. Most famous and distinctive? The early post-war Austin 'Three-Way'. But here we see the 1930s Morris contender, the 262 cubic feet integral van, based on what the advert assures us is the 'forward control' One Ton chassis. That's forward control compared with a normal control bonnet obviously. The end result? With the engine now well and truly in the cab, the driver would be nice and toasty during the winter. In summer? Well, bad luck, as the unit illustrated has yet to get a sliding door option to let all the heat out. That would come later on the smaller, post-war 10cwt 'J-type'!

You can rely on a Bedford



Always on time... thanks to its ready power... Always on time... thanks to its ready power...

Bedford VANS & TRUCKS

YOU'LL FIND THEM EVERYWHERE

STEWART & ARDEN LTD.

THE SOLE LONDON DISTRIBUTORS

MORRIS-COMMERCIAL TRANSPORT



15 CWT. VAN £195 Ex Works
HERE PURCHASE £29.5.0 DEPOSIT

Other Models 10 cwt. to 60 cwt.
UNRIVALLED VALUE—LOW UPKEEP COST.

Backed by the S. & A. "Service-after-Purchase," which is "SERVICE SUPREME"

371, EUSTON ROAD, N.W.1
ACTON—CROYDON—TOTTENHAM, Etc.

KINDLY FILL IN COUPON AND POST TO:—
Messrs. STEWART & ARDEN LTD., Commercial Information Bureau,
MORRIS HOUSE, 371, EUSTON ROAD, N.W.1

- 5: Bedford now has a range of both vans (8 and 10 cwt) as well as normal and 'snub-nosed' semi-forward control lorry chassis. There's a tantalising view of a twin rear axle tipper behind the 'You can rely on a Bedford' panel – had a specialist done a three-axle Bedford tipper at this time? Or might it have been a Sentinel steamer? Also of interest is the rather wonderful belt loader, which is reminiscent of that yellow post-war Dinky Toys sack loader. It's scooping-up the sand and loading it in the Bedford tipper, while the driver evens out the load. "How many tons will your Bedford three tonner take Bert?" the operator asks. "Oh about five I reckon," the driver replies.
- 6: If there was one thing holding back the development of the transport business in the Britain, what was it? The railways? Well, obviously. The slow-to-see-the-advantages-of-rapid-transport British governments? Well, them too. At least until they saw what Hitler was doing with the Autobahnen. By which time it was too late. No, the other key ingredient missing was money. Cash. Mazooma. No problem; if you wanted a new Morris-Commercial van, you could get one on tick. For just £29 5 shillings deposit (and half-a-lifetime of weekly payments), this new 15 cwt van could be yours. The name of dealer Stuart & Arden lived on well into the BMC/BL era, of course, and for a while was responsible for marketing the famous Minisprint.

**TRADERS LIKE ITS
LOWER COSTS..**



**DRIVERS LIKE ITS
GREATER COMFORT!**

SPECIAL FEATURES

One type frame and steering, standard body, one leading wheel, two cylinder engine and shaft drive, differential on axle, three forward speeds and reverse, detachable and interchangeable wheels and spars. Completely equipped with a lamp set, electric screen wiper, electric mirror, speedometer, horn, safety glass, mirror, 40-60 m.p.h., low oil consumption. Comprehensive literature free, £7.50.

TAX £4

The new 8-cwt. Raleigh is already selling in large numbers. Its roomy body provides 68 cubic feet of space, apart from the additional room available beside the driver. The 7-h.p. engine gives an ideal combination of power and economy, and there is no vehicle so easily and quickly manoeuvred in congested traffic. Its ultra-smart appearance is a constant advertisement to any business and drivers appreciate the comfort and protection of the enclosed cab. No wonder traders and drivers alike are so enthusiastic about this new Raleigh. Write for illustrated folder describing vans, lorries and a model especially suitable for the dairy trade.

Produce of the RALEIGH CYCLE CO. LTD., Nottingham. Agents throughout the country. General Dealers: 1 Raleigh Street (off Piccadilly Street), London, N.W.1. Mayson 1980K. Sole London and Home Counties Distributors: Philip J. Gurney Ltd., 100 St. Pancras Road, N.W.1. (Albion 1947).

**THE NEW 8 CWT.
RALEIGH**

FILL IN AND ATTACH THIS COUPON TO YOUR BUSINESS NOTE-PAER and post in an unsealed envelope using 1d stamp.

To The Raleigh Cycle Co. Ltd., Commercial Dept., Nottingham. Please send me Illustrated Catalogue of the new Raleigh 8 cwt. Commercial Vehicles.

**95
PRICE
TAX
£4**

Name _____
Address _____

**The L.G.O.C. use
DAGENITE**



**Specify a Dagenite
accumulator for your car**

Controls of the world's greatest vehicle system, the "London General" could be without in their rejection of any but the best equipment for their vehicles. For instance, accumulators. They must be certain that their accumulators will not let the bus down. Days of cold and darkness are about to test the temper and stamina of your accumulator to the utmost. Replace it with a Dagenite, whatever the make of your car. Dagenite, as the L.G.O.C. know, is made to stand up to the severest tests that can be devised. It includes the 40 year's experience of those two famous firms, the Fiat Accumulator Co. Ltd. and Poin & Radford.

*Yes!
this is
British!*

The Dagenite Accumulator is made in a British factory by British workers using British capital.

Obtainable from Dagenite Sales Limited, London and Glasgow.

DAGENITE
The Dependable Accumulator

NATIONAL ACCUMULATOR CO. LTD., 41 GREAT PORTLAND ST., LONDON, W.1.

'Modern Transport' (from which 'Vintage Roadscene' has evolved) and long-lost titles such as 'The World's Carriers' and 'Motor Commerce.'

A STARK CONTRAST

So, aside from publishing a few here for your enjoyment, can we deduce any meaningful background information from

how they were designed and written? Are there any significant differences in marketing terms between 'then' – the 1920s and 30s – and today? Aside from the fact that there is not one single British-owned commercial vehicle manufacturer left in business today, that is?

Just a thought: what would UK industry giants like Sir John Black of Standard Triumph,

Left: The replacement costs of four tyres proving a bit much? Road tax hurting your wallet? Here's the answer – a three wheeled van. Not the 'Robin Reliant' of TV's Fools and Horses fame, but the pre-war forerunner. Several manufacturers competed for this 'underclass' business – here's the Raleigh contender – a 5 cwt van body at the back, and a motorcycle at the front! With just a £4 road tax bill (and 25% saving on tyre costs!), the driver still gets a windscreen (although the cheekily-added side windows weren't normally part of the deal, while the owner got a brand new van for under £100. What the performance and road-holding was like when carrying 8 cwt can be imagined. Stick to the pushbikes boys...

**The finest value ever
offered in All-British
Commercials-**

SUPREME also in design and workmanship. Every Guy chassis is individually-built to give many years of service, to lower running expense and to cut maintenance costs.

GUY are the only Commercials which carry a 12 months' guarantee coupled with 2 years' free periodical inspection. Write for Literature.

**30
cwt**

**CHASSIS
£298**

GUY

Commercial Range includes also 3/4, 5, 6, 8 and 12 ton chassis.

Passenger Range: 20, 26, 32, 35, 50, 60 and 70 Seats.

**40/50
cwt**

**CHASSIS
£398**



GUY MOTORS LTD., WOLVERHAMPTON

LONDON OFFICE, SHOWROOMS & SERVICE - PORTEUS RD., PADDINGTON, W.2

Above: Let's take a break from looking at what the main mass-produced manufacturers were doing in terms of advertising and see what some of the more specialised British manufacturers were up to. Today it is easy to forget that several quality manufacturers of commercial chassis, such as Thornycroft, Albion and, as here, Guy all produced chassis right down to 30 cwt capacity. Quite what was going on during the period when this advert was published isn't clear, but the 'proper' British manufacturers were really laying on the pressure about 'British-ness' and here we're told that, as the smaller Guys represent 'The finest value ever offered in All-British Commercials', we're left wondering why anyone would want to go and buy a French, German or American-built product. Odd thing was, though, they did. Here in the small print, we discover that in addition to a full 12 months guarantee, Guy operators were able to have their motors inspected free of charge for a period of two years. It was a small step, but was the start of whole life cost of ownership issues that are the norm today.

Left: Let's not dwell on three-wheeler vans. We need to cheer ourselves up. Remind ourselves that Britain was once a great country. So what better than an advert featuring a bright red "97 horsepower omnibus" of Flanders and Swan fame? It's an AEC LT six-wheeler and Britain is in its prime - although tragically we need to note that, technically, London's buses in this pre-London Transport era were owned by a load of Frenchies. Does nothing ever change? Still, it's nice to know that even the General, conscious of public opinion, chose Dagenite batteries, eh? Just so there's no misunderstanding, we're told Dagenite batteries are British, made by British workers in a factory located in Britain and funded by British capital. No mistake then. So no foreigners were involved, right?

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BUSES IN DUBLIN IN 1951

Mike Forbes has selected a series of pictures showing the buses of CIE and GNR in Dublin, taken in 1951, from the Chris Hodge 'Stilltime' collection.

A couple of issues back, our 'Scenes Past' featured the lorries in Dublin, from the fleets of Guinness and CIE – Coras Iompair Éireann – The Republic of Ireland's national transport company, seen on a Commercial Motor visit to Dublin in 1951. This was well-received by readers, so I thought I would follow it up with some pictures of the buses of CIE taken at the same time.

CIE is still Ireland's national public transport provider, with buses and trains run by Bus Éireann, Dublin Bus and Iarnród Éireann/Irish Rail, but no longer runs lorries as well, as it did back in the 1950s.

CIE was formed in 1944, with its 'flying snail' logo and dark green livery, becoming virtually a monopoly road and rail transport provider, but made losses, resulting in cut-backs. However, at the time these pictures were taken, this was in the future.

CIE took over a mixed fleet of nearly 700 buses from its constituent companies, Dublin United Transport and the Great Southern Railway. Some of these survived into the 1950s, but there was an urgent need for new vehicles – not least to replace the remaining Dublin trams – with a 25 year agreement being signed with Leyland Motors for the supply of bus chassis signed in 1947.

I am indebted to the Classic Irish Buses website, set up by Shane Conway, for the details of all the CIE vehicles shown here.

The pictures show a number of both old and new vehicles, which all have a slightly exotic look, having been locally-bodied on export model chassis. There are also a couple of pictures of Great Northern Railway vehicles, which ran separate services at the time, including some cross-border routes, before being taken over by CIE and the Ulster Transport Authority in 1958.

We are offered an interesting view of Irish road transport and the Dublin scene in the



Top and above: Three single-deck vehicles on the stand beside the River Liffey, being readied for some long distance routes. In front is CIE fleet no P137, ZH 6407, a Leyland OPS3/1 with B39R bodywork, 30ft long and 8 ft wide, built by the operator in 1949 (withdrawn in the mid-1960s), off to Kildare; behind is similar P129, ZH 6399, with a number of passengers already on board, waiting to leave for Limerick. Both carry plates beneath their fleet numbers, showing they were based at Broadstone Garage. At the rear is fleet no P282, ZJ 6022, also a Leyland OPS3/1, with CIE-built FC30F, new in June 1951 (withdrawn in 1970), on of a series of these coaches named after rivers, in this case, the Fergus, shown in script above the windscreen on the yellow and grey livery. The shot from the rear shows how luggage was loaded from the barrows onto the roofs of these stylish, if perhaps a little old-fashioned vehicles. (CHC auu557/8)



Right: Some older CIE vehicles, taken over from Dublin United Transport when CIE was formed, pass further along the side of the Liffey. R195, ZC 8858, a Leyland Titan TD5, with DUTC-built double-deck 56-seat body, new in 1940 (withdrawn in 1958), is approaching, and passing A46, ZA 3888, a 1936 AEC Regal 4, with single-deck B34R – notice the cut-away rear end – again built by the original operator, looking rather battered (it was withdrawn in 1952). Behind the Titan, we can see an Austin 'Three-way' van and what looks like an American van of the 1930s. Notice the life-belt hanging on the lamp post... (CHC aau561)

early post-war years. There appears to be plenty of traffic, with a large number of buses, working on an intensive network of services, as well as other vehicles, many of which look comparatively new, showing how the Irish economy was doing well at the time and new vehicles were easy to obtain, contrasting with Britain at that time, still suffering from rationing in the aftermath of World War II.

Some of the scenes will still be familiar-looking today, but enjoy these pictures of the way things were on the banks of the River Liffey and elsewhere in the Irish capital.



Right: Here three of the ex-DUTC Titan TD5s, headed by R70, ZC 3783, dating from 1939 and withdrawn in 1956, are held up as they cross the Liffey, by a 'Garda' on point duty. The bodies were built by the operator, but obviously to the design of Leyland's own double-deckers of the period. The two tone green livery of the CIE buses includes white markings on the front wings and lifeguards, reminiscent of British wartime blackout markings. (CHC auu562)

Below: A busy scene beside the Liffey, the traffic including several cyclists. Approaching is DR6, ZD 935, one only six Daimler CWD6, new in 1946, with CIE-built bodies (also Leyland-style, which misled me in the last article, as pointed out by John Curran and transferred to new Leyland OPD2 chassis in 1954). It is passing another of the 1951 Leyland OPS3/1s with B39R bodywork, P186, ZJ 5926, about to leave for Wicklow. Across the street, is another of the 'River' class coaches, which we'll see again later, in front of a Morris Ten, ZH 1438 (Dublin, 1946) and a Hillman Minx. (CHC auu573)



Right: Out in the country now, with Leyland OPD2/1, R489, ZJ4453, with CIE-built H36/30R bodywork, new in 1950 (withdrawn in 1973) from Donnybrook Garage. Although generally resembling Leyland's own double-deck bodies, this had what became a characteristic feature of CIE-built buses, the three-part upper windscreen. Although the blind read 'Special', a route-board showed Enniskerry, not far from Dublin, in County Wicklow, presumably where the picture was taken, with a Vauxhall L-type Velox or Wyvern in the background. The crew take their ease, while the inevitable small boy trots across the otherwise deserted street. Notice advert on the front of the bus for Butlin's. (CHC auu594)



Above: Here we are, on another bridge over the River Liffey – no 'Garda' on point duty, although it's busy enough. Along with the bicycles, motor-cycle and cars – a Morris Ten, Ford 8, Austin Devon and Hillman Minx, more CIE Leyland 'deckers include R347, ZH 4496, and R367, ZH 4516, with PD2/3 chassis and Leyland's own H32/26R bodywork, new at the end of 1948 (withdrawn 1969-70), plus R8, ZC721 a 1938 TD4 with DUTC-built H30/26R body, which lasted until 1958. The advertising signs on the building are interesting. (CHC auu576)



Above: A study in rear ends, with two different R Class double-deckers. R66, ZC 3779, was a Leyland TD5, with DUTC body, new in 1939, while R303, ZH 4452, was a PD2/3, with Leyland's own bodywork, new in 1948. Although generally similar, the differences in opening windows and emergency exits are striking, although they both have CIE's smart-looking rear bumper bars. (CHC auu582)



Left: And now front ends; a view in O'Connell Street (Sackville Street until 1924) with tram lines still in situ. Buses are parked in the centre, beneath Nelson Pillar, erected in 1809, celebrating his victory at Trafalgar, before it was blown up in 1966 by Republicans. R454, ZJ 4418, en route to Dalkey, and R464, ZJ 4428, just arrived, were Leyland OPD2/1s, with CIE-built H36/30R bodywork, new in 1950, while passing on its way to the Garage was R384, ZH4533, one of the Leyland-bodied PD2/3s of 1949. Passing in the other direction, we see R456, ZJ4420, another of the CIE-bodied OPD2/1s, new in 1950. We can also see the rear of a Fordson E494C 5 cwt van, ZJ2304 and a Ford 7Y saloon, with the rear-mounted spare, Z 9284 from the late-1930s. (CHC auu584)



Above: Here are a couple of single-deckers from the Great Northern Railway fleet. Both were AEC Regal IIIs, GNR fleet no 418, ZH 3917, with Park Royal B39R body, without a canopy, and 431, ZH 3930, with Park Royal C35R body, with full canopy. Both look more old-fashioned, with their square lines and rooftop luggage carriers. Other vehicles outside the cinema, showing Dennis O'Keefe in 'The Great Dan Patch' include a Ford E83W van, a milk float, horse and cart, Bedford K Type and an American saloon car. What a great period scene. (CHC auu601)

Right: It looks as if we're by the seaside now, but not in summer. R484, Z 4448, another of the 1950 CIE-bodied OPD2/1s is en route for Dun Laoghaire, while single-decker, P6, ZD 7146, an OPS3/1 with CIE B39F body, new in 1948 (withdrawn in 1962) was going to Bray. (CHC aau604)



Above and below: Front and rear views of fleet no N78, ZA 7588, a Leyland Lion LT7, with DUTC B36R body, of 1937 – notice the characteristic cut-away rear end – at a suburban terminus by an impressive church, about to leave for Shankill. (CHC aau607/8)





Above: As promised, here is a fine portrait on one of the striking River Class coaches, 'The Avoca', P271, ZJ 6011, in its yellow and grey livery, leading one of its half-cab stable-mates on a tour, by the look of things. Other interesting points are the 'trade bike' outside the radio and cycle shops (aah, that thakes me back...) and the rather care-worn looking Standard 'Flying 12' car ZC 4808. (CHC aau609)



Left: According to the late David Hayward, who used this picture as a 'Tailscene', back in July 2010, this picture was taken looking northwards along Westland Row. The CIE railway loco on the bridge, a Mausell K1 2-6-0, was leaving Westland Row Station (now Pearse), while the CIE buses underneath look as if they were racing, former DUT 1937 Leyland LT7, N93, ZC 703, with DUTC B36R body, and R356, ZH 4505, one of the 1948 all-Leyland PD2/3s, followed by a Hillman Minx Mk III, ZL 1862, then just a year or so old. (CHC aau610)



Above: A nearside view of P118, ZH 6388, a 1949 Leyland Tiger OPS3/1, with CIE DP30F bodywork, later to become a bus until 1965. It's not on a tour, as it's displaying 'trade plates', so must be on a test run from the workshops. (CHC aau617)

Right: Here we have a rear view of the Park Royal body of GNR AEC Regal III, no 431, ZH 3930, as it passes the Customs House, one of the many fine buildings in Dublin, in the other direction.

(CHC auu622)

Below: We're outside the cinema again, with a GNR double-decker, fleet no 295, IY 5397, a 1948 AEC Regent III 0961, with Park Royal 32/26R body, finished by the operator, just arrived in Dublin in its stylish mid-blue and cream livery. (CHC auu625)



Above: Against the background of the Customs House, we see Leyland Lion LT5A, N26, ZA 3875, with DUTC B36R body, dating from 1935, which lasted until 1954.

(CHC auu621)



Above: Down by the riverside, parked like the long distance CIE buses, we see a couple of GNR double-deckers, including 1947 AEC Regent II, fleet no 286, IY 7857, with Park Royal/GNR H30/26R body, with platform doors added by now. (CHC auu627)



Above: Perhaps one of the reasons for visiting CIE in Dublin in 1951 was to see the impressive new garage and workshops here, obviously not yet in use, but all-Leyland R299, ZH 4448, and R319, just visible to the rear, are posed over the pits. (CHC aa642)



Left: At least nine of the River Class full-fronted coaches lined up in the garage, having a bit of a spruce-up, with a CIE Leyland Comet lorry and Hillman and Austin cars of the 1940s. (CHC aa653)



Left and above: Let's finish with a couple of views of O'Connell Street and the Nelson Pillar, with a fine show of CIE R Class Leyland Titan double-deckers, plus a selection of the cars of 1950, with Austin, Morris, Ford, Hillman, Vauxhall, Armstrong Siddeley, Rover, Standard and Citroen all represented, plus a lot of people going about their business. (CHC aa629/634)



Above: MXK 244, seen in the centre, was new in 1952 as RLH44 and was originally operated in London Transport Country Area green. It was first overhauled in 1956, and transferred to the London Country bus fleet in January 1970. Withdrawn in July of that year, it was converted to a uniform distribution store, as fleet no 581J. It was succeeded in April 1982 by LNB57, a Leyland National, when it was preserved and bought by Timebus in 1990. It was fully restored in 2008 and is with Pring of St Albans. It is seen between a Metro-Cammell bodied modernised Greenline RF and an RT.

50 Years since Weymann Closed

*It has been 50 years since the closure of the Weymann bodybuilding company, so **Malcolm Wright** offers a brief history and shows a representative selection of the range in 50 nostalgic photographs.*

It was in the early 1920s when Charles Terres Weymann started designing and making motor vehicle body parts, following early training in the French Air Service. He was born in 1889 in Haiti, to an American father and a French mother, who ensured that he was raised and educated in that country. He thus had dual American and French Citizenship.

In the days leading up to World War I, he found the time to dabble with Nivex instruments, Jaeger speedometers and invented the Weymann exhaustor, a vacuum fuel pump, which ensured a reasonable income from royalty payments on the parts.

In 1920, he manufactured a 'silent' body, using an ash frame, with patented joints, and a canvas material stretched over it. This 'fabric' body was first used on cars, but gradually spread to passenger vehicles, under licence to designers such as Harrington, Plaxton, Gurney Nutting, Martin Walter and Mann Egerton, to name but a few. It was not until 1922 that he opened a factory in Paris for the more localised



Above: LYF 228 was one of the Weymann-bodied batch of RT-type AEC Regent IIIs new to LT in 1951. After withdrawal, it was seen abroad, then in this rather forlorn state here and is not recorded as being currently in preservation.



Left: LUC 488 was also new in 1951 as RT 4139. It is preserved by Stuart Addison of Whitstable. Alongside is the 1958 Weymann 'Orion'-bodied Leyland Titan PD2/40, VFJ 995, from the Exeter fleet, now with Shears of Winkleigh.

Below: 4632 V is Metro-Cammell bodied Daimler CVG6, Manchester Corporation fleet no 4632, new in 1963.

constructors Renault, Panhard, Laffly and Saurer.

In England the following year, he formed the Weymann Motor Body Ltd, to patent his window regulators and other accessories at a small factory at Willesden Junction in London, Rotax Works, and by November 1925, with assistance from the French banking firm of Bernhard, Scholle & Co, he formed Weymann Motor Bodies (1925) Ltd, holding 40% of the shares in this new company himself.

Shortly after this formation he acquired the Cunard Motor & Carriage Co Ltd from D Napier & Co for £3,500 cash and moved into its premises at Putney. Success was instant and, by 1928, the original French bankers and Weymann were looking across the Atlantic, to commence trading as Weymann Motor Bodies Inc, with a new factory in Indianapolis, building Stutz bodies using the Weymann method, fabric bodies having become obsolete by this time.

At the same time, back in the UK, the



Putney site was outgrown and a five acre site was purchased at Addlestone in Surrey, where a year later the company began constructing bus bodies, using a duplex system, with flexible framing with fabric covering above the waist rail and metal panelling below. During 1929, two single-

deck buses for Scottish Motor Traction were constructed on Maudslay forward control chassis, but it was not until 1930 that production of Weymann bodies became noticed upon buses and coaches. An early contract for 25 coach bodies for London General's Greenline Services used AEC Regal chassis.

In 1931, the firm constructed its first double-deck bus body, on an AEC Regent chassis for Sheffield Corporation, initially used as a demonstrator. Several design options were available in the early 1930s, with either five or six-bay highbridge bodies, seating between 52 and 56 passengers, depending on operators requirements.

In 1932, Charles Weymann resigned from the firm and the French bankers who were backing the operation sold their holding to the Central Mining and Investment Corporation. A new company was formed, when Weymann Motor Bodies (1925) Ltd joined with Birmingham based Metropolitan-Cammell Carriage Wagon & Finance Co Ltd, on 5th July 1932, to form a new sales company under the name of Metropolitan-Cammell Weymann Motor Bodies Ltd. The MCCWF firm had been building railway rolling stock for over 100 years.



Above: JOJ 231 is a Weymann-bodied Leyland Tiger PS2/1 single-decker, to B34F configuration, Birmingham Corporation fleet no 2231, dating from 1950, and now preserved with Hawketts in Birmingham.

Right: KOD 583 was a Weymann-bodied 1949 AEC Regent III, formerly in the fleet of Devon General, seen here in its afterlife working for Bexleyheath Transport in 1963. A similar vehicle is preserved with Ron Greet at Broadhempston. (M&D and East Kent Bus Club)

From then on MCW, as it became known, handled the sales of all the passenger vehicle bodies produced by both companies, from its new sales office in Broadway, Westminster, London. Designs and knowledge were shared, leading to the first metal-framed Weymann bus bodies by 1933. These were for the City of Oxford Motor Services Ltd, on AEC Regent chassis, which became a design classic on this chassis.

Later in 1933, a lowbridge version was offered, the first being delivered to Westcliff-on-Sea Motor Services, also on AEC Regent chassis. Six single-deck buses were also built during 1933, three being 30-seat front entrance coaches, two being 32-seat rear entrance ones, plus one 32-seat front entrance model. Two of the 30-seat examples went to LMS of Northern Ireland.

Also during 1933, an all-metal lorry cab for fitting to the AEC Mercury chassis was used as a demonstrator in Canada. The following year saw the production of 12 all-metal lowbridge double-deckers on AEC Regent chassis for LT Country Area Services. These were known as the 'Godstone STLs', as they were almost exclusively operated from that garage. They were 48-seaters with a front entrance sliding door. These were quickly followed by two centre-entrance highbridge bodies on the AEC 'Q' type chassis, also for LT.



Above: LRV 978 was a 1956 Leyland PD2/12 with MCCW bodywork, which was withdrawn from service in 1971 and used as a driver trainer. It was originally configured to H30/26R. It is seen here at a Southsea Bus Rally in the early 1980s, entered by Portsmouth Corporation.



Above: GUF 390 was new to Southdown in 1945, a Guy Arab II 5LW with Weymann Utility H30/26R bodywork, which served until 1959 when it passed to F Cowley (dealer) of Salford.

Later in 1934, Weymann built several single deck bodies on the 'Q' type chassis.

A unique vehicle was a 44-seat front-entrance bus on a three-axle SE6 chassis, for Northern General Transport Co Ltd. In addition, export orders called for a 40-seat bus body on a Thornycroft Cygnet chassis and a 34-seat front-entrance bus body on a Leyland TS6 chassis, for South African Railways.

Further large orders came from BET companies and LT, with its need for both 20-seat Leyland Cub single decks and 70-seat double-deckers, including ten for fitting to AEC 664T trolleybuses. A single trolleybus body was manufactured for Huddersfield Corporation on a three-axle Karrier E6 chassis. More exports went to South Africa and, by 1935, the car bodywork and lorry cabs had dwindled to almost none, as greater concentration was given to the more lucrative bus and coach market.

The year 1936 saw further 44-seat three-axle SE6 types for the Northern General



Left: FUF 1, new to Brighton Corporation in 1939, was an AEC 661T trolleybus, with Weymann H30/24R bodywork. It lasted in the fleet until 1961, when it was photographed here on the ceremonial last run, before passing to local dealer J Light of Southerham, in July of that year. (Surfleet Transport Photographs)

Below: FUF 76 was also new in 1939 to the Brighton Corporation motor bus fleet, an AEC Regent with Weymann H30/24 bodywork to half cab specification. It served until 1952, when it passed through a dealer to Churchbridge Motor Services, with which it was seen in 1952, finally passing to dealer Bird of Stratford-upon-Avon by 1958.

Tynemouth fleet, as well as 17 highbridge 56-seat double-deckers on Daimler COG6 chassis for Cape Town. LT was Weymann's largest customer that year, with 50 single-deck, 50 double-deck and 25 trolleybus bodies. Edinburgh Corporation took 30 metal-framed single-decks mounted on Daimler COG5 chassis.

The following year, 1937, saw further orders for South Africa, with 49 going to various provincial operators, as well as several Welsh orders from Rhonda & South Wales Transport, Newport Corporation, plus others going north to Glasgow and Aberdeen Corporations, and to Edinburgh Corporation with cut-away 'Scottish-style' rear platforms.

Orders came for double-deck trolleybuses, with 47 for LT and seven for Notts & Derby on AEC chassis, plus a further four on Guy BT chassis for Llanelly District.



Above: HUF 87 was another AEC Regent, this time a post-war Mk III model, again with Weymann H30/26R bodywork, seen here alongside trolleybus FUF 4. It had quite an extended service life, lasting until 1968 and passing to Cooper, a dealer at Ringmer.

An order came for 24 single-deck buses on the three-axle AEC Renown chassis for LT. Also in 1937, Weymann built a fully integral vehicle, to the order of LT. This was a trolleybus on a conventional chassis frame of lighter than usual weight, with outriggers spaced with cross members to coincide with the pillars of the bodywork. This was followed by 30 double-deckers for Trent Motor Traction on AEC Regent chassis.

Throughout the 1930s and '40s, operators far and wide opted for Weymann-manufactured bodies. Some wooden-framed bodies were completed during early 1942 and once these were finished the company had to revert back to wartime-only production, with the exception of two semi-trailer PSV bodies, of box-like construction, sitting high above the wheels of the tractor unit. They had front entrances and seated some 38 passengers. They were paired with Commer Q4 tractor units and sold to Mansfield District Traction Co, which operated them for a period of two years during World War II.

Right: HUF 48 was a 1948 BUT 9611T trolleybus, with Weymann H30/24 bodywork. It was withdrawn by Brighton Corporation in 1958, passing to Bournemouth Corporation as seen here, where it served as fleet no 291, lasting until it was scrapped in 1965 by dealer Colbro of Rothwell. (Surfleet Transport Photographs)

Below: The rear of trolleybus LCD 52, a BUT 9611T with Weymann H30/24R bodywork, is seen at Barming Garage of Maidstone Corporation, for which it worked from 1959, having originally been new to Brighton Corporation in 1952.



on the open market. The first of these new bodies appeared in December 1945, mounted on an AEC Regent II chassis. Some 30 of these buses were supplied 'unfinished' to Liverpool Corporation, for its own Edge Lane workshop to complete. In 1945, Weymann also embarked upon the construction of new all-metal double-deckers for Midland Red on home-built Midland Red chassis.

By 1946 and the end of the war restrictions, Weymann once more opened negotiations with its export markets, starting with orders for South Africa on Daimler CVG6 chassis, followed by an order from Lisbon on AEC Regal chassis.

At home that year, Weymann's new standardised double-deck highbridge body usually accommodated 30 passengers

Despite the restrictions caused by the war, it was not long before some had to be lifted, to meet the requirements to replace numerous buses that had been destroyed or had just fallen apart in the early war years through lack of regular maintenance. The Ministry of Supply authorised Weymann to recommence the production of double-deck buses early in 1943. These, however, were built under strict controls and in no way represented the advances in construction that had been carrying on apace in the pre-war years.

They were of basic Utility highbridge construction, with seating for 56 passengers on Guy Arab or Daimler CWA6 chassis. It was not until 1944 that any 55-seat lowbridge bodies were allowed. By then, they were only on Guy Arab chassis, as no more Daimlers were to be bodied by Weymann to Ministry of Supply specification. Regulations were further relaxed in the early part of 1945, with extra ventilation from more opening windows permitted.

Later in 1945 Weymann looked to the prospect of designing new double and single-deck bodies that could be offered



Above: WCD 74 was a Leyland PD2 with lightweight 'Orion' bodywork, new in 1959 to Brighton Corporation. It is seen receiving attention during its afterlife from service in the town.



Above: MCD 134F was a 1968 arrival in the Brighton Corporation fleet, a Leyland PD3/4 with MCW bodywork to H39/30R configuration, later converted to open top as seen here.



Above: BJK 438 was a Guy Arab II, new in 1945, with Utility lowbridge bodywork to UL27/28R configuration. It served with the East Kent passenger fleet until 1956, when it passed through dealer PVD of Dunchurch, to be used as a contractor's bus for several firms. It was seen at the works during the opening of the BP Kent Oil Refinery at Grain in 1961, but scrapped the following year.)



Above: ADU 470, seen here in its afterlife as a tree-cutter, was new in 1937 and was an ex-Isle of Thanet Electrical Supply Company vehicle from St Peter's in Broadstairs. Having originally been a demonstrator from 1934 until bought the following year. In 1937, it was bought with the company by East Kent. In 1950, it joined the service fleet in 1951, until scrapped by 1958.

New designs were also provided for those customers wanting new trolleybuses to add to their fleets, including several regular overseas operators.

Then LT provided Weymann with a massive contract to build RT-type bodies, with early models having a roof-mounted destination number box. Later variants omitted the roofbox, in favour of adding detail in the regular destination panel. Once again, Liverpool returned with an order for another 140 Daimler CVA6s and AEC Regent chassis. Other smaller orders came in regularly

upstairs and 26 in the lower saloon, although Hull Corporation specified 31/29. The standardised chassis was the AEC Regent II, while Maidstone & District utilised the Bristol K6A chassis. A number of 53-seat lowbridge bodies were built on Leyland PD1 chassis and supplied to Chesterfield Corporation. Single-decks were built to the BET usual design, save for six which went to Lisbon, Portugal, having either front or rear entrances, while those for LT had no entrance door, to comply with Metropolitan regulations in the Capital. Many were built on AEC Regal chassis.

Minor adaptations to Weymann's regular double-deck bodywork were made and, in 1948, the company constructed 100 highbridge double-decks for Liverpool Corporation on AEC Regent III chassis.



Above: LJG 323 was an AEC Reliance 470 with Weymann DP41F single-deck bodywork. It was new to East Kent in 1956, initially serving as a coach. It was altered for one man bus operation in 1958, until withdrawn in 1974 and finally sold to a dealer by 1976.

throughout 1949 and 1950. By that year, changes in bus regulations allowed Rochdale Corporation to have new 27 ft length buses, as did Bournemouth Corporation with its order on 30 Leyland PD2/3 chassis, as well as 24 BUT trolleybus chassis, with dual-door 56-seat double-deck bodies.

By 1952, there was a new lightweight double-deck body, utilising glass-fibre in the roof domes and corner panels, which was called the 'Aurora', with MCCW at that time building its own 'Orion' lightweight model from its Elmdon works. The BET-style 'Hermes' was a typical lightweight single-deck offering at that time. Weymann also offered re-bodying of earlier vehicles, to prolong their service lives, with a number built for Maidstone & District and Devon General in particular.

Meanwhile, the export market continued in importance, save for the partial cancellation of an order from Chile, for 45 buses built on Leyland Royal Tiger chassis, of which only 20 ever went to Chile, while the company searched for alternative buyers for the unsold balance of vehicles.

One very important variety was the whole of the 'RLH' batch of lowbridge bodies, built for London Transport in the early 1950s.

Right: BDY 809/10 were two former Hastings trolleys, which passed in 1959 to Maidstone Corporation for further service, as seen here. No 809, now 86, went to a dealer and passed into preservation as a Hastings vehicle at Carlton Colville, while 810/87 was less fortunate, as was broken up by 1967.



Above: BDY 806 was new to Hastings Tramway Company in 1947, a Sunbeam W trolleybus with Weymann H30/26R bodywork. Upon closure of this system, it was absorbed into the parent company fleet, becoming fleet no 31 in the Maidstone & District fleet in 1957, before being sold yet again to Walsall Corporation by 1959.



Above: DKN 45 was new to Maidstone & District in late 1936, but was transferred to Chatham & District in 1937, without having operated for M&D. It was a Bristol GO5G with Weymann H24/24R bodywork. It was withdrawn in 1938 as unsuitable for local Medway workings and sent back to Bristol, eventually being rebodied by Eastern Coach Works.

This was in addition to the 2138 RTs built on AEC Regent chassis that were built. Around this time, it became the custom to name new bodystyle offerings, especially coaches. Weymann had its 'Olympic', launched in conjunction with Leyland from 1949, the 'Hermes', the 'Fanfare' and the 'Arcadian'. The 'Castilian' version, as purchased by Southdown in 1963, was less popular.

During 1954-55, Weymann also built 200 Green Goddess mobile pumps for the Auxiliary Fire Service, as well as 325 command post vehicles on Ford chassis for the Home Office (Civil Defence). Between 1958 and 1965, a lucrative side-line was bodying 390 London taxis for Beardmore.

In 1956, Weymann was asked to provide what in effect became the ever-famous Routemaster body, which appeared in 1957 as Routemaster RM3, although unfortunately for the company, the actual production order was won by Park Royal, which constructed majority of the RM fleet.

The next new model from the Addlestone works was the Leyland Olympian single-deck integral bus, designed jointly between Leyland, MCCW and Weymann. After this



1: FKL 616 was a 1938 Bristol K5G bus with Weymann H24/24R bodywork, which became Chatham & District fleet no 354, serving until 1953, when it was broken up at Luton Depot. 2: GKR 750 was new in 1942 to Chatham & District, as a Bristol K5G with Bristol UH30/26R bodywork. It was re-bodied by Weymann as seen in 1951 to H30/26R. It served until the end of the separate Chatham operation, being transferred to M&D in 1955, where it had another five years of passenger service, then was sold to dealer Fleet Car Sales and on to the Bedlington & District and Ashington & District fleets. 3: TKM 354, a Guy Arab IV with lightweight 'Orion' bodies to H32/26R configuration, with a Gardner 6LW engine, was new to Chatham & District in 1954. It also passed to M&D on closure of the Chatham operations, becoming DH460 in the M&D Fleet. It served until 1968 passing to TPE and a Wombwell dealer. 4: DKN 39, showing its lowbridge L24/24R bodywork, was one of a 1936 batch of Bristol G05G buses for Maidstone & District. It served for just two years, before being returned to Bristol. It was re-bodied by Eastern Coach Works and the original body transferred to a Bristol Tramways bus.

came the more popular body for the Leyland Atlantean which heralded the era for rear-engined buses. The first double-deck was made for Ribbles as a coach version and similar vehicles appeared on the road as 'Gay Hostess' vehicles, operating between London and Lancaster.

By 1961, Weymann had entered the mini-bus market, with its 'Nimbus' 30-seat bus, favoured by operators like Maidstone & District. In 1962, the last new trolleybuses for Britain were Sunbeam MF2B types, built for Bournemouth Corporation. By 1963, Metro-Cammell had purchased Weymann and, in 1964, there was a strike lasting some 21 weeks, which almost killed off output and resulted in many lay-offs.

The final single-deck design was to full BET specification, with curved roof domes and double-curvature windscreens, as typified by the AEC Reliances used by Maidstone & District. A new body was constructed for the Dennis Loline III chassis which appeared in 1964. It was the last variation to be offered by Weymann, owing to the decision in 1965 to close down the Addlestone works and transfer all production to the MCCW plant at Elmdon in the Birmingham area.

The few remaining 'in process of production' bodies at the end of the year were either completed locally or transferred so that, by January 1966, all production at Addlestone had ceased. The company's buildings found a new use with Plessey Radar in 1967 which, in turn, became a Marconi site in 1990, with its take over by GEC/Siemens. Next it became Aviator Park from 2010, possibly as a tribute to Charles Terres Weymann who, so long before, had gained his ideas whilst in the French Air Service.

NEXT TIME

We'll have another 25 pictures of Weymann-bodied vehicles next time.

Above: FKO 223 was acquired by Chatham & District from Maidstone & District in June 1939. The Leyland TD5, with Weymann H28/26R bodywork, was transferred back to M&D in September 1942, serving there until 1954. It then passed through a dealer to operator Charlton-on-Otmoor, then was purchased for preservation and is now with R & C Gibbons of Maidstone.

Merry Christmas

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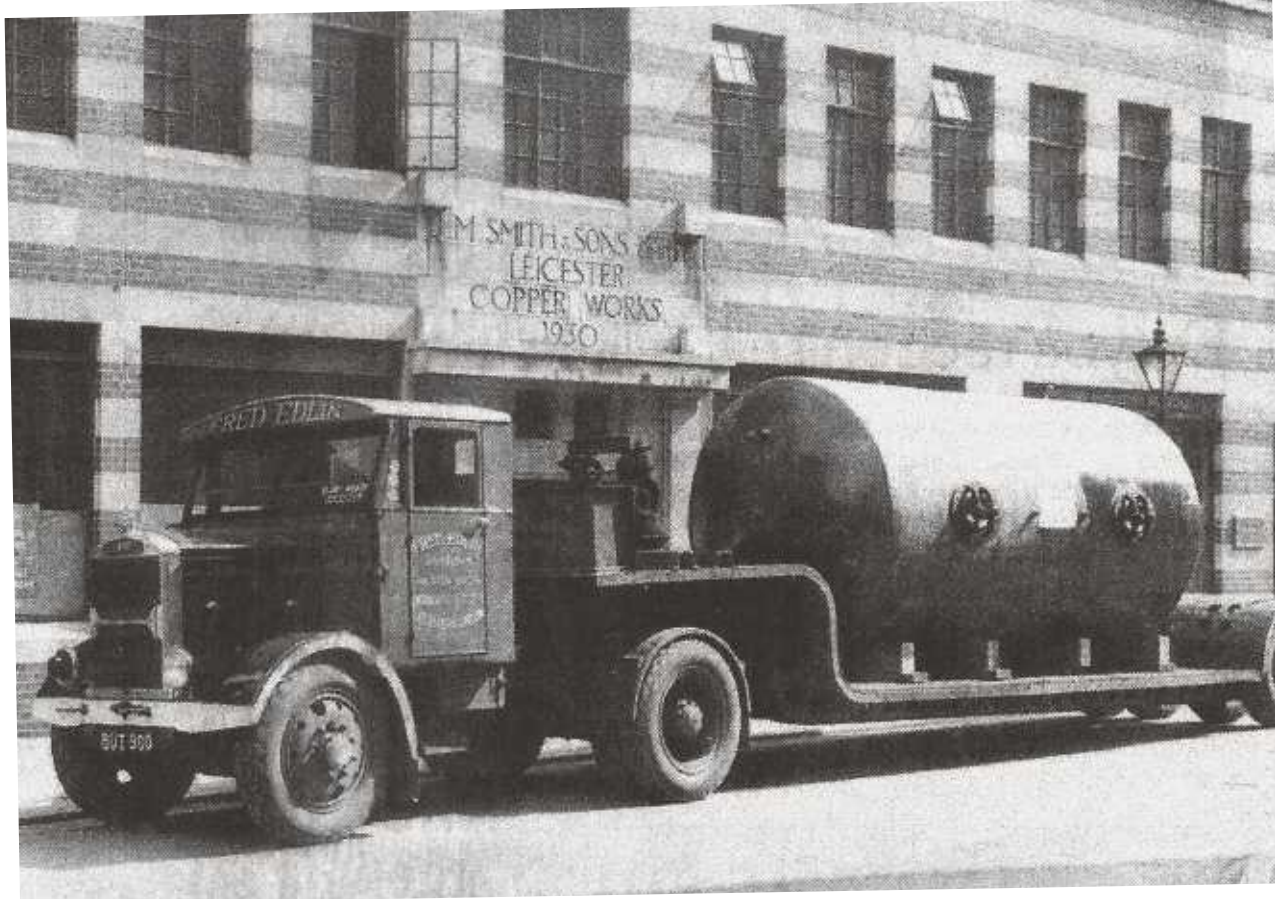
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More Heavy Haulage

Our recent 'Road Haulage Archive' issue on Heavy Haulage prompted **Colin Chesterman** to look out some pictures of vehicles engaged on this type of work.

Some of these vehicles were in the fleet of Fred Edlin, whose transport business was based in Glen Parva, near Leicester. The trailer, seen in the picture loaded with an armoured vehicle, was produced by the company itself, as Fred Edlin had a fabrication company, which produced his first trailer, with which he formed the first heavy haulage company

in the Midlands. The company ran a cross-section of vehicles, from Seddon four-wheelers to Foden eight-wheelers and Scammell tractor units for heavy loads. Fred Edlin sold out to Pickfords in the late 1940s or early 1950s.

'Starr Roadways' had a base in Merrylees, to the west of Leicester, as well as Bilston, in Staffordshire. This company also operated a fleet of medium to heavy haulage

vehicles. Wrekin Roadways was another well-known heavy haulage company, based in Wellington, Shropshire – now part of Telford – which was absorbed into Econofreight, along with Wynns.

These pictures might not be of the highest quality, but show some interesting vehicles, moving outsize loads in the days when these involved a good deal of hard work for the crews.

Above: A Scammell tractor unit, BUT 900 (Leicestershire, 1939), with matching low-loader trailer, loaded with a large vessel, parked outside J M Smith & Sons Leicester Copper Works during World War II. It was part of the fleet of Fred Edlin, a heavy haulage operator, based in Leicester and London, merged into Pickfords on nationalisation.

Right: A chain-drive Scammell in the fleet of Fred Edlin, with a low-loader trailer built by the company itself, loaded with a tracked and armoured amphibious vehicle for beach landings.





Above: A Foden eight-wheeled dropside in the Fred Edlin fleet, loaded with a boat, which is over-hanging the rear by a considerable margin.

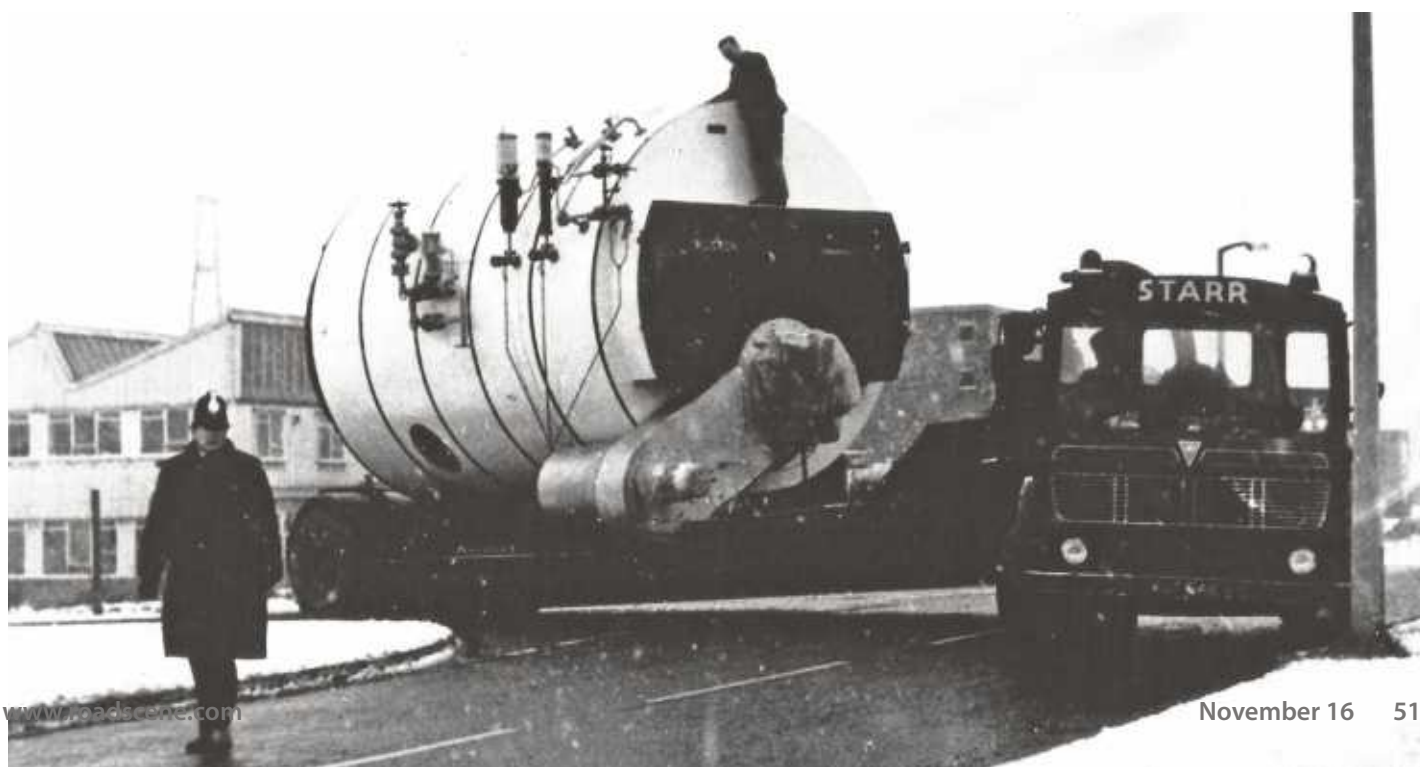


Above: Fred Edlin ran these two Seddon 'CL's, BBA 93 and 94, registered in Salford in 1939 and among the first Seddon lorries built. With a Perkins Panther engine, later known as the P6, gearbox built in-house, Kirkstall front and Moss rear axle, the 'CL' was very basic, to keep the weight below 2½ tons, offering a payload of 5 tons.



Left: This 1966 Bedford TK, GUT 909D, with a low-loader trailer, from the Leicester-based Starr Roadways fleet, is being loaded with a boiler for delivery from a local works.

Below: A 1967 Ergo-cabbed AEC Mandator artic, KUT 641E, from the Starr Roadways fleet, loaded with a large boiler, leaving a factory in winter snow, with a police escort, who seems to be less interested in the man on top of the load and the lamp post, which the vehicle is only just missing, than he is in the cameraman.



Right: Is this a case of 'little and large'? The Starr Roadways Bedford TK has one of those awkwardly-shaped loads on its low-loader trailer, which is somewhat dwarfed by the lengthy and large diameter vessel behind the AEC Mandator Mk V tractor unit. Unfortunately, we can't make out the registration numbers of the lorries, but they both date from the early 1960s.



2

1: This Scammell Highwayman, 8986 RF (Staffordshire, around 1961), carries Starr Roadways' Bilston, Staffordshire address on the cab doors. It appears to have a shutter system on the radiator grille; presumably the Gardner engine ran too cold... The low-loader trailer is loaded with Multiforge machinery and the vehicle is ready to roll from the Etchells factory. **2:** Another Scammell, this time one of the Wrekin Roadways fleet, a Mountaineer ballast tractor, OWT 642 (West Riding, 1954), with a draw-bar low-loader trailer, which appears to be unloading a saddle tank locomotive on a farmer's track, but this was no doubt the trackbed on one of the heritage railway lines during the early days of the preservation movement.

3: An early post-war ERF tractor unit and low-loader trailer, loaded with a 'skimmer' of a contractor based in Whittlesey, near Peterborough. The operator of the vehicle was based in Yaxley, also near Peterborough and could have been a predecessor of Peterborough Heavy Haulage, still very much in business.



3

Rally Diary

Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given.

Here are the events being held up to the end of 2016 and over the New Year which we know about. These days there doesn't seem to be much of a gap between this year's season and next year's, so we might have to include our diary all year round in future to include more winter meetings and events. If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages. Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Please let us know if you particularly enjoyed an event – or if you were disappointed – and don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages...

OCTOBER

22-30th October – Half Term – 100 Years of the Tank, The Tank Museum, Bovington, Wareham, Dorset BH20 6JG, 01929 405096 e-mail: info@tankmuseum.org www.tankmuseum.org

23rd October – Transportfest, London Bus Museum, Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0SL, 01932 837994 e-mail: londonbusmuseum@btinternet.com www.londonbusmuseum.com

23rd October – Normous Newark Autojumble, Newark Showground, Nottinghamshire NG24 2NY, 01507 529430 e-mail: info@newarkautojumble.co.uk www.newarkautojumble.co.uk

23rd October – Malvern 4x4 Spares Day & Land Rover Autojumble, Three Counties Showground, Malvern, Worcestershire WR13 6NW, 01697 451882 e-mail: info@markwoodwardclassicevents.com www.4x4sparesday.co.uk

23rd October – Coldharbour Mill Steam Day – with WHOTT feeder bus, Uffculme, Cullompton, Devon EX15 3EE, 01395 567795 e-mail: info@coldharbourmill.org.uk www.busmuseum.org

24-29th October – Starlight Specials, Crich Tramway Village, Crich, Matlock, Derbyshire DE4 5DP, 01773 854321 e-mail: enquiries@tramway.co.uk www.tramway.co.uk

29th October – Classic Commercial Show, Exhibition Centre, Donington Park, Derbyshire DE74 2RP, 01406 373421 www.truckinglive.co.uk

29th October – Samuel Ledgard Annual Transport Collectors Fair, Pudsey Civic Hall, Dawsons Corner, Pudsey, Yorkshire LS28 5TA, 0113 236 3695 e-mail: rennison@cc-email.co.uk www.samuelledgardociety.org.uk

29th October – Lincoln Autojumble, Hanger 1, Hemswell, Lincolnshire DN21 5TJ, 07816 291544 e-mail: lincolnautojumble@hotmail.co.uk www.lincolnautojumble.com

29th October – Halloween, East Anglia Transport Museum, Chapel Road, Carlton Colville, near Lowestoft, Suffolk NR33 8BL, 01502 518459 e-mail: eastangliatransportmuseum@live.co.uk www.eatm.org.uk

29th October – Halloween Fairground at Night, Hollycombe Working Steam Museum, Iron Hill, Midhurst Road, Liphook, Hampshire GU30 7LP, 01428 724900 e-mail: info@hollycombe.co.uk www.hollycombe.co.uk

29th October – Twilight Running Day, Transport Museum, Chapel Lane, Wythall, near Birmingham B47

6JX, 01564 826471 e-mail: enquiries@wythall.org.uk www.wythall.org.uk

30th October – Penrith Autojumble, Auction Mart, Skirsgill, Penrith, Cumbria CA11 0DN, 07836 331324 e-mail: info@garstangautojumbless.co.uk www.garstangautojumbless.co.uk

NOVEMBER

5-6th November – Power from the Past, Beamish Museum, Beamish, Stanley, Co Durham DH9 0RG, 0191 370 4000 e-mail: museum@beamish.org.uk www.beamish.org.uk

5-6th November – The Footman James Classic Vehicle Restoration Show, The Royal Bath & West Showground, Shepton Mallet, Somerset BA4 6QN, 01507 529529 www.carsandevents.com

6th November – Garstang Autojumble, Hamilton House Farm, Garstang, near Preston, Lancashire PR3 0TB, 07836 331324 e-mail: info@garstangautojumbless.co.uk www.garstangautojumbless.co.uk

6th November – Ardingly Autojumble & Spares Auction, South of England Showground, Ardingly, near Haywards Heath, West Sussex, RH17 6TL e-mail: delboyevans1@yahoo.co.uk www.autojumbblers-association-ltd.co.uk

6th November – Museum Open Day, Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln LN6 3QT, 01522 500566 e-mail: info@lvvs.org.uk www.lvvs.org.uk

12th November – Twilight Trolleyday, The Trolleybus Museum, Belton Road, Sandtoft DN8 5SX, 01724 711391 e-mail: trolleybusmuseum@sandtoft.org www.sandtoft.org

12-13th November – Newark Vintage Tractor & Heritage Show, Newark Showground, Lincoln Road, Winthorpe, Nottinghamshire NG24 2NY, 01636 705796 e-mail: tractors@newarkshowground.com www.newarkvintagetractorshow.com

13th November – South Yorkshire Transport Museum event day, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH, 0114 255 3010 e-mail: info@sytcm.co.uk www.sytcm.co.uk

13th November – Classic Buses & Coaches, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD, 014473 715666 e-mail: enquiries@ipswichtransportmuseum.co.uk www.ipswichtransportmuseum.co.uk

19th November – Long Eaton Fairground Model Show & Exhibition, The Town Hall, Long Eaton, Nottinghamshire NG10 1HU, 0115 973 1218 e-mail: hayley.ianjohnson@btinternet.com

26th November – Access All Areas, The Tank Museum, Bovington, Wareham, Dorset BH20 6JG, 01929 405096 e-mail: info@tankmuseum.org www.tankmuseum.org

27th November – Coldharbour Mill Steam Day – with WHOTT feeder bus, Uffculme, Cullompton, Devon EX15 3EE, 01395 567795 e-mail: info@coldharbourmill.org.uk www.busmuseum.org

DECEMBER

3rd December – The Christmas Cracker, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD, 014473 715666 e-mail: enquiries@ipswichtransportmuseum.co.uk www.ipswichtransportmuseum.co.uk

3-4th, 10-11th and 17-18th December – Santa Special Days, Amberley Museum & Heritage Centre, Station Road, Amberley, near Arundel, West Sussex BN18 9LT, 01798 831370 e-mail: office@amberleymuseum.co.uk www.amberleymuseum.co.uk

3-4th December – The Christmas Cracker – Museum of Transport, Boyle Street, Cheetham Hill, Manchester M8 8UW, 0161 205 2122 e-mail: email@gmts.co.uk www.gmts.co.uk

4th December – Christmas Toys & Steam Day, Abbey Pumping Station Museum, Corporation Road, Leicester LE4 5PX, 0116 299 5113 e-mail: andrew.simpson@leicester.gov.uk www.abbeypumpingstation.org

17th December – 12th Sun Inn Classic Vehicle & Steam Meet, Lower Burton, near Dorchester, Dorset DT2 7RZ, 01305 260038 e-mail: g.wiltshire@btconnect.com www.transportofyesteryear.com

27th December – Autojumble, Bristol Sales Centre, Easter Compton, Bristol BS35 5RE, 01278 671784 e-mail: sheila.chapman4@btinternet.com www.nvtcc-northsomerset.org

JANUARY

1st January – Oxford Bus Museum running day, Hanborough Railway Station, Long Hanborough, Oxfordshire OX29 8LA, 01993 883617, 01296 337622 www.oxfordbusmuseum.org.uk

1st January – Not the King Alfred running day, small-scale New Year's Day service, using preserved buses, Broadway, Winchester, 01737 823436 www.fokab.org.uk

2nd January – Coventry Running Day & Transport Fair, Rugby Cub, Butts Road, Coventry CV1 3GE, 02476 616930 e-mail: rogerbctc@aol.com

Rally Round-up

The rally reports and pictures of interesting vehicles continue to flood in from our regular correspondents – plus some new names – so we'll revert to this format and try to catch up with ourselves, before the new season starts in 2017. We start back in July...

Weeting

The Weeting Steam Engine Rally & Country Show, held near Brandon, West Suffolk on 15-17th July, saw a wide variety of vehicles on show, including many regulars on the rally circuit, but a few particularly caught the editor's eye among **Vic Capon's** pictures.



- 1: Among a number of different timber tractors, this Unipower Forester, JHK 57H – a late registration from around 1970 – in the livery of R Wood & Sons of Rayleigh, Essex, looks as if it has just come out of the woods.
- 2: An unusual vehicle to see as a timber tractor, this three-axle AEC Militant with the later-style cab, presumably ex-military, OPW 907P, still looks ready for a days work.
- 3: As good-looking as it is unusual is this Ford 'Y' Type van, ENO 966 (Essex, 1936) has been nicely restored to its former glory.
- 4: A classic or a curiosity? Certainly a talking point is this double-ended Morris 1000 saloon seen at the Weeting rally.

Rempstone

Barry Fenn visited the Rempstone Steam & Country Show on Sunday, 10th July. Among the vehicles which caught his eye was this ERF B Series eight-wheeled brick lorry. The 1976 Exeter registration, NTT 522P, suggests it started life in Frank Tucker's 'Westbrick' fleet. Ripe for restoration or just nice as it is?



Masham

Vic Capon was busy over the weekend of 16-17th July, visiting the Masham Steam Engine and Fair Organ Rally as well, where there was a large number of vehicles, steam, commercials and cars, for him to photograph. Here's a selection.



- 1: Among the many different vehicles on display was this immaculately-restored Bedford OL, fitted with a beaver-tail body and re-registered MSK 375, in the livery of HCVS member, H R Webster of Grantley, near Ripon.
- 2: An unusual vehicle to see at a rally was this AWD-badged Bedford MK, fitted with Econ gritting equipment, which looks as if it has been restored as a demonstrator, Q599 JOD, which suggests an ex-military chassis.
- 3: Once a common sight on our roads, but now a rarity is the long-wheelbase 'twin-wheel' 35 cwt Ford Transit van. DBA 423L (Salford, 1973), a Mk I with the later grille, has been restored in the livery of Moss Bay Metals of Workington, which also rallies a Transit pick-up from time to time.
- 4: We might think of Volvo lorries as recent, but this F86 tractor unit, AVN 899L (North Riding, 1972) is over 40 years old, although it doesn't look it, restored in the livery of G Robinson from near Scarborough.
- 5: This Gardner-powered Guy Otter Diesel was next to the Volvo F86 – quite a contrast. MVS 427 has been restored in the livery of A E Weighell of North Cowton, North Yorkshire.
- 6: Another contrast, from Eric Weighell, CMF 641 is a 1935 Albion JA light 4-tonner, apart from the canopy, restored as a rolling chassis, as many commercials would be delivered from the factory to the coachbuilders for cab and body to be added.
- 7: The 1962 Leyland Octopus, 648 DXL, originally a tanker, restored with a platform body in Reader's of Hull livery, which was previously a recovery vehicle, as mentioned in our letters pages.

Ackworth

Vic Capon also visited the Ackworth Steam Rally over the weekend of 16-17th July, where he photographed yet another large selection of classic commercials and other vehicles, among which the following stood out...



1: This now classic Foden 4300 eight-wheeled tipper, F711 FHH (Carlisle, 1988-9), looks too good to still be a working vehicle, so must have been restored as a 'flagship', to be displayed among some current vehicles of Coopers of Killamarsh, Sheffield.

2: Looking as if it's seen some life, this Diamond T 981 – a 6 x 4 with rollers on the front bumper for the winch cable – JSV 850, appears to have come from Leeds. It looks great in its 'working clothes' so maybe it would be nicer to preserve it as it is rather than to restore it.

3: The Leyland EA, also badged as a Morris and BMC, is not a universally-loved vehicle, so it's interesting to see this late one, GHR 443N (Swindon, 1974) preserved, complete with its coachbuilt horsebox bodywork.

4: A real rarity, especially in the UK, 957 UXA looks like a Saurer, but is actually a Berna, built by the associated Swiss company, with a tanker body, presumably for the Swiss Army.

5: Yet another unusual vehicle at Ackworth was this six wheel drive Rolls-Royce-powered Foden, with a variant of the S83 cab, PUH 228Y, which still shows its origins as a motorway gritter, in spite of being fitted with a skirted van body for its new fairground duties.



Fleetwood

Keith Baldwin went to 'Tram Sunday' in Fleetwood on 17th July, which seems to have become something of a car club day out, with fewer lorries and buses, although the saving grace was the showmans vehicles seen with their rides. Among the photographs he sent us was of DBN 978, a 1949 SD42/7 single-decker, with Crossley B32R bodywork, originally a Bolton Corporation vehicle but, as one of only 18 survivors, it is currently masquerading as Manchester Corporation fleet no 128.



Wiston

Vic Capon photographed more vehicles at the sixth Wiston Steam Rally, held near Steyning, West Sussex, on July 9-10th. There was a whole range of vehicles on display, including many seen at other rallies across southern England. Here are some which caught the editor's attention.



1: A reminder of our 'Red Van, Green Van' Road Haulage Archive issue is this lovely little Morris Minor mail van, EXM 316, rescued many years ago and preserved in beautiful condition. 2: This Bedford CA ice cream van, ACU 611C, its Smith's Mobile Shop-badged bodywork looking a bit older than 1965, appears to still be working for a living. 3: Considering the small number of Austin FX3 taxis which have made it into preservation, it's something of a surprise to see the competing, but always rare, Morris Oxford taxi, but JXD 831 (London, 1948) looks as if you could hail it for a ride to the station. 4: It certainly wasn't all light vehicles at Wiston. Among a number of different Scammells was this Highwayman ballast tractor from the London Brick Company fleet, 310 KTM (Bedfordshire, 1963), looking good, back in its original colours.

Welland

The 52nd Welland Steam & Country Rally, held near Upton-upon-Severn, Worcestershire on 29-31st July, was another show featuring plenty of interesting vehicles, notably commercials, which **Malcolm Ranieri** and **Barry Fenn** photographed for us. Here is a selection.



1: A great view of three AEC Mammoth Majors at Welland, two six-wheelers, 869 YYC in 'Trans-European', Hull livery, and KYK 746 of P K Gumm, in Tower Hill Transport, Westbury colours, flanking JNY 484 eight-wheeler in Rosser of Pontlliw livery. (Malcolm Ranieri)

2: This Perkins-powered Commer Superpoise, with the Airflow Streamlines cab, XNW 186 (Leeds, 1956), in the livery of Somerset Transport Services was another unusual sighting by Barry Fenn at Welland.

3: Barry also photographed this Gardner-powered Foden timber tractor with the S18 cab, of Allan Lloyd of Colwall, Herefordshire, with a Series I Land Rover on a platform draw-bar trailer.

4: This earlier Foden DG eight-wheeler, of which the restoration in the livery of Sandford Haulage of Bristol was recently finished, LMY 809, was also at Welland. (Malcolm Ranieri)

5: As well as many heavier vehicles, these different lightweights were also on show; a 1931 Jowett 'woody' shooting brake, a Trojan and an American Ford F1 pick-up.

6: Looking straight out of service was this late Bedford TJ tipper, KHU 920L (Bristol, 1973), with a steam-powered excavator in the background.



West Bergholt

Also held at the end of July was the annual West Bergholt Vehicle Show, near Colchester, Essex, which **Jim King** visited as usual and photographed a selection of interesting commercial vehicles.



1: In the livery of local operator, Cecil Patten, this 1955 Bedford A Type dropside, 533 DHK was shown by rally organiser, Michael Culham.

2: A comparative rarity, in great condition, is this 1957 Bedford SB with Yeates Europa coach body, NKY 161, owned by Don's Coaches of Dunmow, Essex.

3: YAS 414, the 1935-37 Morris Commercial Leader CS2 of Ben Maynard of Marks Tey, Essex, leads AXE 231, the 1934 Bedford WLG of Paul Flatman of Wormingford, Essex in the parade.

4: Making an interesting comparison with the more often seen Bedford OST is KPU 25, the 1946 Austin K4 tipper of Les Weaver of Pebmarsh, Essex.

5: Leading a couple of Bristol K double-deckers around the parade ring is MOA 499, the 1952 Scammell Scarab, in BRS Parcels livery of Martyn Upson of Colchester, Essex.



Biggar

The Great Biggar Rally was held in the Lanarkshire town on Sunday, 14th August, at which, of course, there were many Albions on display.

Alex Saville sent us some pictures.



Above: A 1951 Albion Clansman, ESJ 336, complete with sheeted load, entered by T Dods, Biggar, Lanarkshire



Above: RSV 654 is a 1958 Albion Chieftain FT37KCL in Road Services (Caledonian) Ltd livery, entered by H Turner, Dumfries.

Right: 1965 Albion Lowlander LR7, BCS 256C, of A Reid of Edinburgh, resplendent in its 'Highland' livery, with Dingwall on the destination display. All aboard for the Heil'ans?



Left: The 1955 Albion Chieftain FT37, OWW 390, entered by G Forster, Carlisle, Cumbria, seen next to the miniature version.

Gaydon

The Classic Van and Pick-up Show, sponsored by our publishers, Kelsey, was held at the British Motor Museum at Gaydon, on Sunday 7th August. **Len Jefferies** and **Chris Andrews** went to the show and took photographs of the interesting vehicles which were on display at the show.



Above: Members of the Transit Van Club supported the show, with a large number of different vans of all ages, including this early Mk I motor caravan, 1966 RMA 107D, with its elevating roof.



Above: A Standard Atlas motor caravan keeps company with two Standard Companion estate cars, based on the Standard 10 car, along with a Vanguard estate, van and breakdown truck.



Above: There were, of course, plenty of Morris Minor 'LCV' commercial variants, but this early split-screen pick-up, VPJ 486 (Surrey, 1954) in un-restored condition was probably the most unusual.



Above: A lovely example of the Austin 'Welfarer' ambulance, based on the 'Three-way Van', EJB 438, in St John's Ambulance livery.



Above: The pick-up version of the Vauxhall HA van, based on the early Viva car, was always rare, so seeing two at the show must have been quite a surprise for many visitors.



Above: A nice example of the Bedford CA van, dating from 1959, although re-registered BSJ 770, and restored in a typical small trader's livery, catches the sun, with an array of other vehicles to the rear.



Above: A Morris-Commercial J Type van restored in the colours of the BMC competitions Department, based in Abingdon, contrasts with the un-restored example next to it, with the Morris Register's stand behind. This is a great show for light commercial vehicle enthusiasts. We will bring you pictures and reports from rallies held later in August in the next issue...

ROBERT WALKER (HAULAGE) LTD

BY CARL JARMAN

OLD POND/5M PUBLISHING LTD

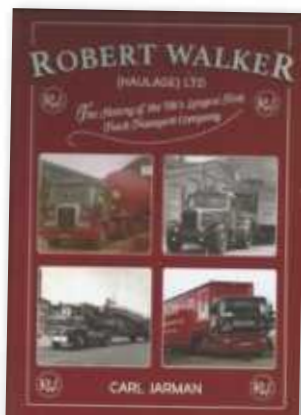
BENCHMARK HOUSE, 8 SMITHY WOOD DRIVE
SHEFFIELD, S35 1QN. WWW.OLDPOND.COM

ISBN: 978-1-910456-32-3. £22.95

This company's vehicles have been a regular sight on our roads for many years. Its success has been closely related to the growth in the use of fork-lift trucks, the movement of which Walkers has specialised in. This large

format, hardback book traces the development of the Manchester-based company, from its beginnings in the movement of market garden produce to market, through tippers and demolition in the early post-war years, which led on to low-loaders for plant and abnormal loads – including a giraffe on one occasion – and then the concentration on fork-lifts. The book has obviously been put together in collaboration with members of the Walker family, who still control the company.

In over 200 pages, covering the vehicles used, notably ERFs for many years, the trailers converted for their specialist roles, the family, drivers and stories of particular movements and achievements, are accompanied by over 220 photographs, black and white and colour, which are an important feature of the book. They show a wide range of Walker's vehicles over the years, effectively a visual history. Some of the pictures are a bit spoilt by having been 'blown up' too far, but they offer a wealth of detail about the vehicles and how the work is undertaken.

**FROM MOORLANDS TO HIGHLANDS**

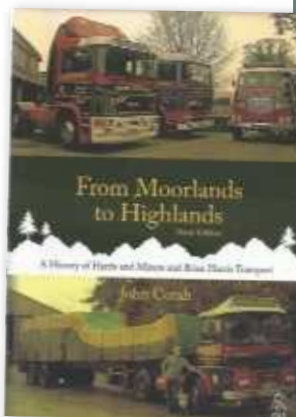
BY JOHN CORAH

OLD POND/5M PUBLISHING LTD

BENCHMARK HOUSE
8 SMITHY WOOD DRIVE, SHEFFIELD, S35 1QN
WWW.OLDPOND.COM

ISBN: 978-1-910456-28-6. £24.95

This third edition of 'A History of Harris and Miners and Brian Harris Transport' probably needs little introduction to many readers. It has been published in response to demand and to bring the story up to date, with three more chapters and many more unpublished pictures. The company is well-known for a small to medium-sized haulier, but its attractively-liveried lorries worked regularly from Devon to Scotland and back. The book is in some ways a 'labour of love', as the author tells of working for the company, the people, the vehicles, the development of the business over the years, from the start in 1936, until its closure in 2001, and the late Brian Harris, the man who kept it all going for many years. All this is told in a comfortable style, in a 185 page soft-back book, supported by over 240 pictures, many of them in colour, notably showing the people, with the ERFs and other vehicles in their striking livery, many signwritten by the author.

**NARTM GAZETTE - SUMMER 2016
– NATIONAL ASSOCIATION OF
ROAD TRANSPORT MODELLERS**

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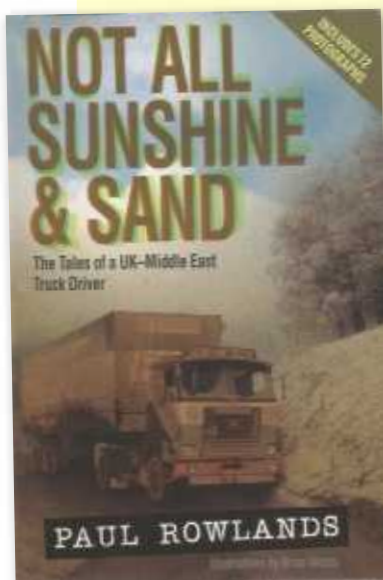
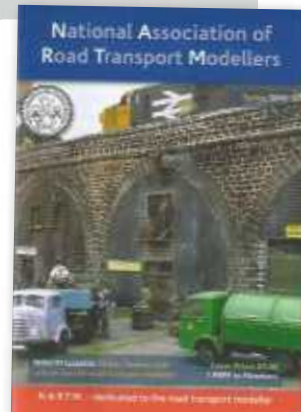
E-MAIL: NARTM@US4B.CO.UK

MEMBERSHIP: £16 PER ANNUM (UK)

NARTM is the club for people interested in model lorries of all kinds, whether they collect diecasts, build kits, convert models or scratch-build, catering for all scales and materials.

The association's magazine gives details local meetings and open days, on-line discussions, discounts from kit manufacturers and NARTM Gazette advertisers and entry to events, notably in connection with displays by association members. The association offers a lot of encouragement to modellers, as ideas, hints and tips from other NARTM members can be most helpful.

NARTM members receive four copies of this A5-sized Gazette each year, with news, reviews and articles for the road transport modeller. Each issue has many pictures of members' models and dioramas, which offer plenty of ideas and motivation, whether you are an experienced modeller or not.

**NOT ALL SUNSHINE & SAND
THE TALES OF A UK-MIDDLE EAST
TRUCK DRIVER**

BY PAUL ROWLANDS

OLD POND/5M PUBLISHING LTD

BENCHMARK HOUSE, 8 SMITHY WOOD DRIVE
SHEFFIELD, S35 1QN. WWW.OLDPOND.COM

ISBN: 978-1-910456-30-9 £14.95

This is another new edition, this time the 'Photograph Edition', with the addition of 72 pictures, taken by and of the author during his journeys overland to the Middle East during the 1970s – the emphasis being on the interest, rather than quality – why the original publisher did not include them is beyond me (and the author), as well as some amusing illustrations by a 'fellow Middle East trucker', Brian Wales.

The book tells how Paul gave up his civil service

job to work as a coalman, then for a Suffolk haulier, until he got a job with Trans UK Continental – 'You Call – We Haul', driving across Europe to the Middle East. His experiences and adventures, including both amusing and scary stories are most interesting. There have been a number of books on the subject, but I never tire of reading of the achievements of these drivers, overcoming all the obstacles, trials and tribulations involved in driving through bad weather, especially the snow and ice in Eastern Europe and the Turkish mountains, as well as the scorching heat of the desert nearer their destination.

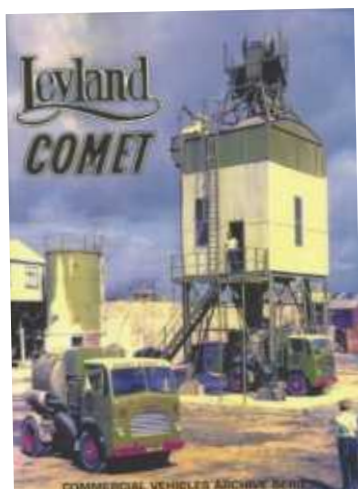
After changing to car transporters in the 1980s, he was tempted back for a what turned out to be a final trip with medicines during the Bosnian conflict, all related in a 284 page soft-back book, in a very readable style.

LEYLAND COMET

COMMERCIAL VEHICLE ARCHIVE SERIES
BY GRAHAM EDGE

OLD POND/5M PUBLISHING LTD
BENCHMARK HOUSE, 8 SMITHY WOOD DRIVE
SHEFFIELD, S35 1QN. WWW.OLDPOND.COM

ISBN: 978-1-910456-34-7. £14.95



Again a new edition of a previously published volume, in response to demand. The author put together a series of informative and well-illustrated books, on the history of a number of Leyland and AEC models some years back, published by 'Gingerfold Publications'. Most of these are still available from Old Pond, but this one has been reprinted. The different Comet models, from the early post-war normal control Comet 75 and 90, to the forward control, LAD, Ergomatic and Super Comets, are all covered, with discussion of their specifications and performance, in a 70 page soft-back book, supported by over 80 pictures, black and white and colour on the covers. An interesting read and a must for Leyland fans.

DESTINATION WESTERN FRONT

LONDON'S OMNIBUSES GO TO WAR BY ROY LARKIN

HISTORIC ROADWAYS LTD. P O BOX 6924

TADLEY, RG24 4UD. WWW.HISTORICROADWAYS.CO.UK

ISBN: 978-0-9565014-6-2

£19.95 (PLUS £4 POSTAGE UK DIRECT) OR FROM GOOD BOOKSHOPS

Again, this is the second edition of the book, published by the author, hardback this time, with more pictures, over 120 this time, illustrating the story of London's omnibuses during the Great War of 1914-18. Roy has undertaken extensive research, using the archives of the War Office, the Army Service Corps and the London General Omnibus Company, so he has been able to put together the whole remarkable story of the use of London's buses – as well as their drivers – during World War I, ferrying troops and many other duties on the Western Front, the pre-war military trials and the manufacture of buses and lorries for the War Office, as well as the Home Front.

The many pictures on the 190-odd quality pages bring the story to life, supporting the accounts of how the buses came to be used, details of the work done by Royal Navy Division Transport, then the 'Auxiliary Omnibus Companies' of the Army Service Corps from surviving records, plus an appendix listing all the major convoys. We have all heard about the use of the buses in the war, but there is lot of information here about an impressive undertaking in support of the fighting men.

Destination Western Front



London's Omnibuses Go to War
Second Edition

Roy Larkin

AEC MANDATOR V8

COMMERCIAL VEHICLE ARCHIVE SERIES BY GRAHAM EDGE

OLD POND/5M PUBLISHING LTD

BENCHMARK HOUSE, 8 SMITHY WOOD DRIVE

SHEFFIELD, S35 1QN. WWW.OLDPOND.COM

ISBN: 978-1-910456-33-0 £14.95

Another of Graham Edge's series on AEC and Leyland lorries which has been reprinted by Old Pond. There is also a book on the rest of the Mandators, but this one covers the legendary V8, which offered amazing performance, which would surprise many drivers even today, but suffered from insufficient development work. The model was rushed into production during the competitive scramble for supremacy between AEC and Leyland, after they were brought together as unhappy bed-fellows in the late 1960s while, at the same time, starved of investment, as funds were soaked up by the problematic car divisions. The 47 pages include much detail on the development, such as it was, and performance of the engines and vehicles, a list of them and their first operators, of which a number have survived into preservation, with over 50 pictures, black and white, with colour on the covers again, a must for AEC fans.

AEC MANDATOR V8



THE ALBION MAGAZINE – JULY 2016

PUBLISHED QUARTERLY BY THE ALBION CLUB, 7 JOHN STREET, BIGGAR
ML12 6AE, SCOTLAND, PART OF THE BIGGAR ALBION FOUNDATION.

This is a rather late review of the latest issue of this club's newsletter, which includes news of the new owner of the 'Bell & Co' pantechicon we've all seen advertised, Paul Sweeting of The Shires Removal Group, an account of 'Traveller Dave' Fawcett and his Albion Chieftain living van, news from Down Under and the Albions seen at Scorton. There's also the usual club news, vehicles for sale of interest to Albion owners and enthusiasts, what's appeared in other magazines about Albions and so on. Anyone interested in Albions can join the club, whether a vehicle owner or not.



BUSES YEARBOOK 2017

EDITED BY STEWART J BROWN

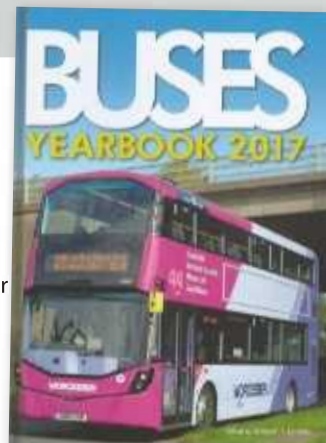
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WWW.KEYPUBLISHING.COM

ISBN: 978-1-910415-62-7. £17.99

I've always thought of this as the bus enthusiast's 'annual treat' and this year's edition is well up to standard. There's a better mix of coverage of old and new vehicles than perhaps in recent years, with plenty of pictures in colour and black and white. Some of them are rather small, presumably to fit them all in, and the printing of a few of the black and white ones, in particular, could have been better. However, overall, I'd say the contents offer something for everyone, from bus companies which are now history, to more recent 'brands', the heyday of East Kent, pictorial reviews of buses in Glasgow, Yorkshire, London, Birmingham, Essex and more, bus stations, buses on or under bridges, vehicle advert illustrations and accounts of visits and tours by bus in the UK and abroad. As usual, one not to miss for bus enthusiasts.



DAKINS REMOVALS

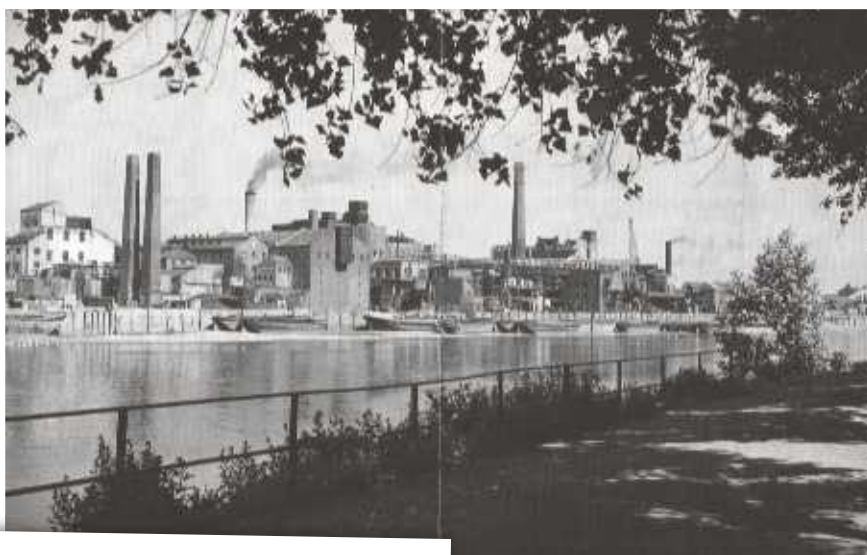
May I thank David Willicombe and Tom Brown for replying to my Dakins Removals letter. Yes, of course, it was J Stirland Ltd which took over the haulage side, and not Marshalls, my mistake. Gordon Dakin died in 1971, aged 68, his brother Stanley, a sleeping partner in the firm, died the same year, and he was 63. My uncle drove a red Leyland eight-wheeler for a Jack Stirland, who had premises on Whitemoor Avenue, Bobbers Mill, during World War II, mainly carrying munitions to RN bases in Scotland – could this be the same firm?

I'm afraid I can't remember W Cook and his removals firm, but I don't envy him and his men, loading Dakin's bonneted Seddon, as it was built for haulage work, and had an exceptionally high float. I remember being one of a three-man team who struggled to load a piano once – it took a lot of swearing to get it aboard!

I've contacted Tom Brown, thanks for forwarding his letter, and he's kindly sent me a cutting about 'The Pantechnicon' furniture repository owned by Harrods. I've sent it on as, amazingly, there's a photo of the recently-featured Manbré & Garton sugar refinery at Battersea on the reverse, which you might wish to use.

Incidentally, it turns out that Tom and I were near-neighbours in our younger days: his family lived one side of the trolleybus depot at Trent Bridge that he mentioned in his letter, and my family lived on the other side – small world, eh?

My apologies for taking up valuable space with another Dakins Removals letter, but I'm afraid David Willicombe was taken for a ride (pun intended) when he was told that fantastic story about our overturned Seddon pantechnicon. After 50 years, he deserves to be told the truth.



The incident happened in the 1960s, not the 1950s, certainly post-1962. Jack Straw was definitely not a 'mad-headed' driver, far from it. Apart from being shaken up – very understandably – Jack and his mate, Bill Collins, were otherwise unharmed. The accident was caused by another lorry driver's reckless overtaking.

SAU 940 was northbound from London, travelling in broad daylight, not on a night run to London. The collision occurred on the A5, near Dunstable, and not somewhere near Leicester.

The vehicle wasn't badly damaged and was still with Dakins when I left the firm several years later.

The flying batteries story is untrue as well, they were in a box under the mate's bench seat and never moved. Neither of them has ever mentioned this story and Bill, a noted raconteur, would certainly have talked about it.

Sorry, but the soft drinks firm didn't metamorphose into a removals company. The enterprising Dakin brothers founded three separate companies, all based in Lenton: soft drinks in 1900; removals in 1919; and a mysterious 'food production unit', whatever that was, in 1936. I never saw a 'Dakin Bros' roof sign on any building near the Derby Road railway bridge, but a faded 'Dakins Removals' sign survives on the rear wall of the Sherwin Road repository, that can be seen from the Abbey Street railway bridge – but only in winter, when the lineside trees are bare of leaves.

As for your magazine, apart from perhaps a surfeit of over-restored vehicles in imaginary liveries – sorry, owners, I know you love them and they've cost you a small fortune – in recent issues, I'd say that you've got it about right. There's something of interest in every issue, my personal preference being black and white photos of real working vehicles in authentic locations.

As ever, thanks for an excellent publication, especially the 'Rare Ones', as I particularly like Jensens.

David Watts, Nottingham

It's amazing how stories can change as time goes by. Your man, Bill Collins would certainly have enjoyed talking about the 'flying batteries', so I'd say your version is far more likely to be true. But, as we journalists say: "Don't let the facts spoil a good story..."



LIFE ON THE ROAD: PART 6

My offering this month was going to be about my last 23 years at Russell Davies, aka Securicor/DHL, up to my retirement in 2010. However, having spent two years on caravan transport (issue 201, life on the road Part 4) and I thinking that no magazine has ever done an article on caravan transport before, our wonderful editor agreed and suggested that I come up with something on that subject. So here it is...

We must start by pointing out that Hull and East Yorkshire was for many decades, and maybe still is, the largest caravan manufacturing area in Europe. Many makes of caravans have disappeared over the years, only to be replaced by new makes, quite often as a result of a management buy-out. One only has to walk around any touring caravan site and the chances are that six out of ten caravans will have been built in or around Hull, but enter any static caravan holiday site and that ratio is likely to be ten out of ten.

The most popular lorry for the job throughout the 1960s and '70s was the Bedford TK, as pre-owned well-worked examples could be snapped up for peanuts, and it didn't matter what was behind the cab, be it cattle box, bulk animal food container or just a flatbed with side-boards. Of course, this was great for anyone wishing to start up in caravan transport for a few hundred quid.

The next job was to construct a new platform, after removing the unwanted parts of the lorry. Some small companies and owner drivers opted for wood. Hardwood, long lasting but expensive, or softwood, cheap but with a short life span, because it was exposed to the elements all the time. This was unlike a general haulage flat-bed, which spent most of its life loaded with a sheet on or hidden behind curtains.

My company, like most others, stuck with steel plates, bolted to the chassis cross-members. Yes, puddles did form and the platform became an ice rink in winter, but any sensible driver would never need a reason to walk on it. All one needed to do was walk down the side of the lorry and trailer, electric remote in hand, and let the winch take the strain and pull the caravans on to the trailer. "Keep your eye on that cable lad, we've had one driver lose his face, thanks to a broken spiralling cable," I was told during my half day of training. Good grief! What the hell have I let myself in for?

Now, as the rates were so poor, it was impossible to make it pay carrying just one caravan, so a trailer was needed, which had to be close coupled, preferably twin-axle, though some companies did chance single axles, with dire results. Axles and wheels, complete with

near new tyres, could be obtained from Army surplus auctions around the country, and box section steel for the chassis from the local steel stockholders.

The next item needed was an electric winch, preferably new, with a hand-held remote and a minimum of 16 metres of steel rope, which could cost as much as the second-hand high mileage TK itself. The winch was bolted to the chassis, directly behind the drivers cab, allowing the steel rope to travel just a few inches above the floor of the flat-bed and trailer. The next essential item was a set of alloy loading ramps, which had to be the same length as the truck platform, around 8 or 9 metres. If these were any shorter, the climb up onto the truck would be too steep, as static caravans sit very low to the ground.

Finally, to finish off, an 8 ft wide marker board, complete with lights, indicators and warning triangles, was needed to hang on the rear, plus several wooden blocks to wedge between the caravan chassis and floor of the truck and trailer, and eight short chains and tensioners to anchor the caravan chassis down to the trailer. What a shopping list! It was hoped that the transport manager of the caravan firm you were carrying for remembered you and had the patience to wait so long for you to collect and deliver his vans.

Of course, all this hassle and time could have been avoided, as there were one or two companies constructing brand new transporters and trailers, based on the Ford D Series cabs and running gear. But this was at a cost. These were usually purchased by the larger caravan manufacturers, who preferred to run their own fleet of trucks and drivers.

So, it was now time to load the caravans onto a trailer. There were two ways of doing this: Option 1. Winch the first van up onto the lorry, then hitch up to your trailer and winch the second van onto the trailer. Option 2. Haul the first van onto the trailer while hitched to the lorry and, if fortunate enough to have a set of short jumper ramps, straddle the gap between the lorry and trailer and winch the van over the trailer onto the lorry without unhitching it. Option 2 was obviously easier and quicker.

Either way, the van on the truck had to be winched up backwards, almost touching the rear of the cab, and the second van winched forwards onto the trailer, so that the two hitches of the vans met, thus giving a gap of around 5 ft between the vans to allow for turning. As I have mentioned before in a previous article, neither a second person or an escort nor flashing beacon was needed back in the 1960s-'70s.

With extension mirrors pulled out, it was time to hit the road, fighting against a head wind,

with two 10ft wide static caravans on a well-used Bedford TK. This was a battle in itself and, by the time I reached Thurso, delivered the vans and got back to Hull, there wasn't much left of the week. At least one didn't feel alone, as there was hardly an articulated transporter on the road, the reason being that the first caravan, when hauled up a steep articulated trailer was too high to avoid coming into contact with low trees and bridges, which could cause serious damage to the caravans. Some owners did play around with swan neck and drop frame trailers, but that led to failure as only one van could be carried at a time.

Off-loading of the caravans was, of course, a complete reverse, using the winch. However legislation at the time did require us to piggy-back our trailers for the return journey, once the vans had been delivered. This I could never understand, as the overhang of the van on the trailer was always 10 ft legally, so why did an empty 20 ft trailer with no overhang have to be carried back? I don't know! It certainly wasn't anything to do with fuel saving, it was just the law at the time.

Fast forward to today, and every caravan transporter on the road you see will be an articulated vehicle, the total opposite to my time, because static caravans are now 12 ft wide and 36 ft long, and require a driver's mate. They are now pulled by a diverse fleet of modern trucks. Several work-mates of mine couldn't afford the change, and sold their ageing TKs for scrap and returned to being an employed driver, with some pulling the same make of vans churned out of Hull by the hundreds every week. Obviously, the rates for the job have had to move with the times too, and I guess it must be a pretty good paying rate now if those DAFs, Mercs and Scania's are anything to go by.

Whatever happened to all those TK's? Surely they weren't all scrapped. Maybe some returned to box vans and tankers and now attend shows and rallies? One thing is for sure. I have never seen a 'classic caravan transporter' at any of the shows my wife and I attend each year. Such a shame!

I must say it has been quite a feat writing this article, as attempting to write and also read the 202 September 'Roadscene' mag, sitting beside the pool in Benidorm in 32 degrees heat was not easy, but I gave it my best! Apologies for missing the last deadline for the October issue. Until next time.

Brian Featherstone, Hull

Thanks Brian, an interesting tale and some food for thought, as always. We don't mind you missing an issue, while you sun yourself beside the pool. Jealous, us...?

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THE FUTURE OF LORRY PRESERVATION

It was good to read your editorial comments in the September issue and Tom Caren's letter, regarding the future of lorry preservation. It rang more than a few bells with me as, back in November 2008, I had a letter published in *Classic & Vintage Commercials* magazine, in which I was making comparisons between lorry preservation and PSVs or the work of steam railway societies. I went on to say that, by working together, enthusiasts could perhaps create a BRS depot and so on. Editor Ted Connelly must have liked it, as he sent me the much-coveted prize of a set of spanners!

The response was mixed, with some people saying that the division of work on shared restoration was never fair and that some people had a greater financial commitment than others, etc.

However, I am still convinced that our interest is best served when we pull together, especially if we are to secure the future of historically important vehicles and documentary records.

There always has been this fear that younger generations are not interested, but if this is the case, we would have seen the end of steam engine rallies years ago.

During the course of a year, I'm lucky enough to attend several rallies and most of the vehicles are driven by a new generation of enthusiasts, not even born when their lorries were built. This

is partly because the older vehicles are easier to work on and less reliant on advanced electrics, etc.

So, in your editorial, you invited sensible suggestions which I suppose could be practical right now. The situation at present is there are several large private collections of vehicles around the UK, taken care of by skilled owners and staff, normally housed in excellent buildings. There are thousands more owners of historic commercials, perhaps with one or two vehicles, some on the road and others awaiting time and effort to repair. Beyond that, there are many enthusiasts with an interest in transport history.

So let's build on what's already there. Suppose we set up a register of historic vehicle owners who would be happy to allow people to visit them, by prior arrangement, just to have a look at their vehicles, restored or otherwise. In this way, there would be collections and individual vehicles within reach of most enthusiasts all over the UK. Obviously, owners would have the choice of whether to take part and could specify when any visit could take place.

Owners of one vehicle could take it along to the nearest larger collection, for example, to add some variety to the occasion for visitors. If this scheme was successful, it might prove the case for a permanent museum, but at this stage, it's a toe in the water, a taster.

After all, a permanent museum is going centrally located in the country, but this idea makes it more local for everyone. A register of owners would enable people to pool resources, share costs of equipment and learn from each other's experience.

In addition to this, we need to develop closer working relationships with bus groups and railway societies, to combine all three modes of transport at events that attract families, as well as established enthusiasts. This is where the seeds of inspiration are sown in the minds of youngsters, who will hopefully be the future guardians of our heritage.

Finally, I should add that this is the fourth attempt at this letter, as I have tried to restrict ideas to what is actually possible to achieve right now, with what is already here and now, and without huge expense.

So there it is, and I stand open to criticism, constructive or otherwise. However, it is good to have the opportunity of debate through the magazine.

Mike Gosling, Wymondham.

What do other readers think about Mike's ideas to help preserve our transport heritage? Lorry owners tend to be individuals, rather than groups, as with buses and railways, but getting together in some way ought to help to make progress...

BREWERY MEMORIES

Thank you for showing the photo of the 1914-15 Federal lorry, owned by Crowleys Croydon Brewery, in Issue 202 of *Vintage Roadscene*. Crowleys Brewery stood in Croydon High Street, on the corner of Masons Avenue, next door to Nalder & Collyers Brewery. Crowleys were a large Quaker family and their brewery had been established in 1621. Crowleys owned tied houses throughout Surrey, Sussex and Kent. They also owned bottled ale stores at Surbiton, Brighton and Erith. They were taken over by Hoare & Co in 1919, who also took over Page & Overtons Brewery in Surrey Street, Croydon in 1929. Hoare & Co transferred all

of Crowleys tied houses to Page & Overton, closing Crowleys Brewery in 1929.

Hoare & Co was taken over by Charringtons Brewery in 1933, and closed down in 1934. Page & Overton continued brewing under its own name, until the brewery was closed in 1954. Between 1934 and 1954, the Page & Overtons Albion lorries were painted in Charringtons cherry red and black livery, and carried the Toby Ale sign on the doors.

Three members of the Crowley family purchased the Baverstock Brewery in Alton, Hampshire in 1821. They sold the Alton Brewery in 1871, but the new owners continued to trade under the Crowleys name until it was sold to Watneys in 1947.

The Guinness Vulcan on the front cover of Issue 202 of *Vintage Roadscene* looks great. Vulcans were a bit old fashioned, but they were very popular with operators. Post-war Vulcans were made at the Tilling Stevens factory in Maidstone, which became part of the Rootes Group in 1950. Despite having a full order book, Rootes stopped production of the Vulcans in 1953, and turned the Tilling Stevens factory into an engine plant. The new Rootes TS3 two-stroke diesel engines were made in Maidstone and delivered to the new Commer factory in Dunstable. Rootes made the TS3 diesel engines in Maidstone for twenty years, from 1954 to 1974.

H Daulby, Croydon

IT'S THAT MAN AGAIN

What an interesting read, 'Life on the Road', by Brian Featherstone, intelligent and gripping – he should write a book. I've just received a reply from the publisher connected with my latest book.

It read: "many thanks Mr J Ester for sending your manuscript onto us of your latest book entitled 'The Life and Times of a Bedford TK gearstick knob'. We have studied

it in great detail and after many hours of deliberation and many sleepless nights we have come to a conclusion: 365 pages of utter rubbish! However, do we have your permission to use your manuscript as my secretary needs something to test run our new paper shredder! We await your reply intently,

Kind regards

A Gardner, ANATKI publications.

PS My Grandad, the Jester, says this one is for Glen McBirnie. He said he likes my stuff when I met him at the BRS68 rally. He should know, he's written many a good book.

There are some people you just can't take seriously, but it's good to know The Jester from Leicester is alive and kicking. I'm sure Brian will take this in his stride...

RED VAN, GREEN VAN

I just had to write and tell you how much I enjoyed reading the Road Haulage Archive issue 'Red Van, Green Van'.

It triggered off many memories of almost 60 years ago when I left school at 16 years of age and started my first ever job as a 'Y in T' (that's Youth in Training) with the Post Office Engineers in Edinburgh. I was allocated to an 'overhead gang', where my foreman was Geordie Marshall. We spent a lot of time erecting poles and wires to quarries and farmhouses on the outskirts of the City. On my first day, I had to climb up to the top of a 30 ft tall A pole, to see if I was scared of heights. I wasn't, thank goodness.

When we arrived on site my first job was to dig a hole into the earth embankment and create a fireplace with a couple of metal cross-bars, find some water and get the billy can on for tea break. After all, you have to get your priorities right don't you?

We were also responsible for assembling the old style red phone boxes, using the cast-iron pieces from, I think, it was Carron Iron works in Falkirk and painting them before putting in all those fiddly

bits of glass. We had a small two-wheeled hydraulic trailer, which picked them up in the vertical and laid them down horizontally for transport. We replaced a lot of phone boxes, which had been put up during the war years. Come to think of it now, they were made from asbestos panels and we just used to put a sledgehammer through them and shovel the debris into the back of the Karrier! There was often a hole in the floor panel and it was surprising how many coppers you could find on the clear up.

At the end of my first year, which I had enjoyed enormously, they then sent me to 'school', a training place on the outskirts of Edinburgh, where I am afraid I spent too much time carousing with my fellow students instead of 'sticking in' and only attained a 66% pass, so I was asked to resign.

Incidentally, in my one year on the job, I did not come across one powered hole-digger or pole-lifter. It was all done by hand! Funnily enough, some years later I was serving at RAF Stafford 16MU, in a radio vehicle storage unit, and one of our hangers was occupied by GPO

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engineers, trying to build mobile telephone exchanges in what I think were Carrimore step van trailers, to be pulled by Bedford arctic units fitted with the Leyland diesel engines. They told me that it was a bit like painting the Forth Bridge. As you got one unit finished, the technology had moved on and you had to start again!

Again thanks for the memories.

Bill Blackie, Blackwood, Australia

IT WAS ALDERSHOT

I have just received my monthly dose of transport nostalgia, and I would like to comment on the article 'Put to the Test' in issue 203.

For many years, I was a resident of Aldershot, both as a soldier and civilian. I suggest that the photograph at the foot of page 41 was taken on the famous 'W Square' at Buller Barracks, Aldershot. I was stationed there, as a recruit, in the early part of 1957 with 1 Training Battalion RASC. All the buildings in the photograph were demolished when the new Army town was built between 1965 and the

early 1970s.

Looking at the photograph from right to left: the long shed was a drill shed, the clock tower visible on the extreme right is on the Cambridge Military Hospital and just at the end of the long building is a barrier in the upright position, which is where the duty bugler played the various calls, Reveille, cookhouse, OC's Orders and so on, while the two low buildings immediately to the left of the barrier were known as 'The Tramlines' and this is where the Battalion HQ was. The unit was a War Office controlled unit, as were all the RASC training units – the formation sign worn

by the two officers in the lower picture on page 40 – the red above blue background surmounted by a lion on a crown was the War Office controlled badge.

I enjoy your magazine very much and I think that the content is just about right. I spent eight and a half years in the RASC and six months in the Royal Corps of Transport. Although my trade was clerk, as you will appreciate, I was involved in what today is known as logistics. Apart from that, I have had a lifelong interest in transport, plus a career in road transport.

Keep up the good work

Chris Roberts, Sandown, IOW

ARMY LORRY DETAILS

In the article 'Put to the Test' in Vintage Roadscene, October issue, the Bedford ambulance shown on page 36 should be an ML not a K. The wheelbase was longer than the Austin K2/Y and the engine a little more powerful. The Mann Egerton ambulance body was more or less the same as on the K2/Y. It is great to have an offside shot of one of these vehicles.

On page 34, the Bedford MW chassis was built to a military specification and Bedford implied War Department (WD) in the MW designation, but the army did refer to it as an MWD. The one in the picture is an early example, with the horizontal engine cooling grilles on the bonnet side rather than slits. The ML referred to earlier was in the same M chassis family – the L stands for Long. Incidentally, the OX on page 35 is an OXD (D for GS version) which is in the 30 cwt or 1.5 ton class.

The Beetle (page 34 again) was actually the Commer Beetle, which looked a lot like the Bedford, but on closer examination, there are lots of differences, even though it was to the same military specification. The bonnet and grille are the main 'spotter's' differences. It had the small windscreens similar to the early Bedford MWs, but was only produced in small numbers. I had the Britains toy version as a child, so I got to know the shape well. This was sold as the 'Beetle Lorry' well into the 1950s and thus to children became far better known than the Bedford or Guy Ant ¾-tonners (15 cwt).

PS I have since discovered that I have a copy of Vintage Roadscene May/June 2006 with an article 'The Countdown to War' about 15 cwt class trucks being tested and on page 37 there is a short piece about the Commer 'Beetle' with a picture.

David O'Brien, Exeter.

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NATIONAL SERVICE AND BEYOND

I have just been reading my October issue of Vintage Roadscene and enjoyed the article on army lorries. As I was due National Service and wanted a licence, I enrolled for three years to ensure I joined a motoring unit.

After basic training, I went to Army Driving School at Yeovil. Our vehicles were Austin K3 three-tonners, with no indicators. After this, we were allowed to drive Austin K4 'Loadstar' three ton General Service vehicles. I did my service in Cyprus, with

Bedford RL 3 ton GS lorries.

On demob, I enlisted in a tank transport unit. In 1970, I started work at Chillwall, transferred to Ruddington until closure, and to AVD Hilton. I drove anything from Minis to tank transporters and DUKWs, left hand drive, right hand drive, centre drive, crash box, pre-select, automatic. I became redundant when this depot closed in 1989.

My contact with army lorries is now through models from Airfix, Matchbox and so on, I chop and change them to increase my fleet, which must be coming up to 100+.

Gerald Cooper, Ilkeston.

MAGAZINES AVAILABLE

In the August edition, a D Metcalfe asked if anyone had some back issues. Well, I have some for sale; I have copies of numbers 92, 108, 114, 116, 117, 119, 122 and 124.

Please pass my details onto him. Thanks for an excellent magazine, I have forgotten how many years I have subscribed. My working life was on the road, but not in a lorry, I drove many types of vans, like the Transit.

Peter Benn

BUSES WITH SPECIAL BODIES

Vintage Roadscene issue 201 and a previous issue have featured East Yorkshire Motor Services, the Beverley Bar and the specially-profiled double-deck buses which worked through the Bar. A bus company to the west of the Pennines went one better and had to employ (briefly) single-deck buses with specially-profiled roofs on one particular route.

Prior to local boundary changes in the mid-1970s, the River Mersey, north-east of Warrington constituted much of the boundary between Lancashire and Cheshire. While the area on the Cheshire side possessed no architecture to match the Beverley Bar, it did include an ultra-low bridge, under the Bridgewater Canal (8 ft 9 ins) near Dunham woddhouses, between Warrington and Altricham, and the North Western Road Car Co of Stockport ran under this bridge on its stage carriage service 98, between the two towns. This presented no great problem until the demise of the front-engined bus, when it was found that modern underfloor-engined models were a little too high to pass under the bridge, so an alternative had to be found.

In 1964, North Western exercised initiative and bought ten Bedford VAL chassis and had them fitted with Stachans saloon bodies which sported a roofline not dissimilar to that of the top of a wartime nissen hut. This profile and the VAL's small wheels combined to ensure that these machines could run under the bridge. According to the 'North Western edition of the Ian Allan 'Glory Days' series of bus books, the VALs were not used after the expiry of their initial Certificates of Fitness, being replaced in 1971 by Bristol REs with 'nissen hut'-shaped roofs. Photographs of a VAL and RE can be seen in the book.

Nothing stays the same for long, although I have seen one of the VALs in the workshop of the St Helens Transport Museum, Merseyside, awaiting restoration, and I believe one of the replacement REs has also resided there. North Western Road Car itself was broken up by the mid-1970s and I have read that, at about the same time, a serious defect was discovered in the canal infrastructure, very near to this particular bridge, and the subsequent repair work included making the canal crossing negotiable by standard vehicles. I think this locality is now served by Warrington Buses on its service no 5.

VR 201 page 16 makes reference to 'abnormal loads', a term which I have not heard for many years, but those of us who had to escort them often called them 'abominable loads'. The shot of the tanker at the top of page 10 of VR 201 aroused my interest because, at the end of the 1950s, my father bought a Ford Prefect saloon, fitted with registration plates, sporting the letters 'UKD' ahead of a three-figure number, so now I know where and when that car began its life. It was not the most reliable of motors, as the gearbox failed near a small rural garage on the A6 in the Derbyshire Peak District. Believe it or not, this garage happened to have a suitable replacement 'in the back' and promptly fitted it. Can you imagine this sort of service being available today? No, me neither.

Dad taught me to drive in this car in 1962. While undergoing a lesson along the then remote minor road which runs along the east side of Killington Reservoir, a king-pin fell out and the lesson came to a sudden halt. Nowadays, this road is overlooked by the service area just south of junction 37 on the M6, a site which is not the 'lake' the owner claims it to be. This reservoir was adapted by man about

200 years ago, to feed the northern reach of the Lancaster Canal. The Prefect was sold shortly afterwards and was replaced by a Skoda Octavia.

Dad's bad luck with the Prefect did not turn him against Fords for long because, within five years, he owned a brand new Cortina Mk 1 and then went on to have four Capris and an Orion, all new. He was a 'Ford man' until the day he died in 1990, behind the wheel of a brand new Fiesta, while stationary in a supermarket car park.

The shots on page 72 in VR 202 and no 3 on page 57 of VR 203 of the Ribble Cavalier are excellent. The Ribble Group seems to have taken 60 of the model, 57 for the parent fleet and three for the Scout fleet. When Scout was closed down in 1968, the three seemed to join the Standerwick fleet.

The shot of the green Diamond T on page 45 of VR 202 reminds me of the recovery and repair firm, J B Hudson of Milnthorpe, formerly in Westmorland. One of that firm's long-serving stalwarts, Harry Prickett, recently died suddenly, at the age of 90. Over the years, Harry worked on many a broken half-shaft on Shap Fell.

I think that the caption to the photo of the three Seddons at the top of page 10 of VR 203 is correct when it says "a county agricultural showground." It is likely to be the Royal Lancashire Show, which was held in the Blackpool area in the 1950s, and the registrations visible at the far left and far right are Blackpool and Preston marks respectively, from the 1950s. The whole of the area lying to the west of a line from Preston to Lancaster is known as 'The Fylde'. As well as carrying quadrupeds, Catteralls was also well-known for the transportation of two-legged creatures – racing pigeons.

Alan Wilson, Kendal

DUSTCARTS AND ALDRIDGE TRANSPORT MUSEUM 1

We were very pleased to see a reference to Aldridge Transport Museum in the editorial in the October issue of Vintage Roadscene, but unfortunately you got the facts in a bit of a twist. (*I must have misinterpreted the information on the website – Ed.*) Malcolm Ranieri has actually visited us in the very recent past, so hopefully now knows where we are actually situated!

We were, indeed, located in the old Jack Allen factory for a year, during 2012, though we were never open to the public on that site, apart from a couple of Open Days, but are now a few hundred yards away, just down Northgate in Shenstone Drive, Aldridge WS9 8TP. Although the building we currently occupy is less flexible in layout than either our old home in Witton or, indeed, the Jack Allen site, we think we have made it much more of a museum

than on either of those sites, with plenty to look at away from our original bus collection. Incidentally, the organisation is still Aston Manor Road Transport Museum but, to avoid confusion with people looking for us in Aston, we've adopted the Aldridge Transport Museum name as the address of the Museum building.

The dustcart in the photograph seems to have deteriorated in the last few years. It is ex-Salford and was the first one produced by Jack Allens with that concept of body. I understand that they bought it back on its retirement from service and originally displayed it on the JA structure at their previous Perry Barr site. Although Jack Allen (Holdings) no longer produce dustcarts themselves, having sold that part of their business to Dennis Eagle, they still own the site. Dennis Eagle, however, still have a service centre on the site, so there

continues to be a dustcart connection in Aldridge. A dustcart is a vehicle that I would personally very much like to see in the Museum, as they are so much part of the everyday scene, yet are generally unloved and taken for granted, but we need a lot more space before any more additions like that can be considered – and my view may well not agree with many of my colleagues!

We would, of course, welcome your readers to visit the Museum; we're open every Tuesday, Saturday and Sunday, 10:30 to 16:00. More details can be found on the website, www.amrtm.org or on our Facebook page, which can be accessed directly from the website.

Thanks again for the mention, but a correction might help lost readers!

Martin Fisher, Chairman, Aston Manor Road Transport Museum

LIVERIES

Regarding the believed liveries of a couple of wagons in the Ford & Slater pictures in the October Vintage Roadscene, although I am not old enough to have seen either the Wherry & Son (page 28) or Templemans (page 30) vehicles in service, I did grow up in Bourne, where Wherry & Son is based, and I remember the company's lorries were light blue, mainly ERF articles.

I can also remember seeing a Templemans lorry, an Iveco Eurostar 17-tonner, when I used to go to college in Stamford and that was in a dark and light blue livery.

Carl Atkins, Lincolnshire (now in Grantham)

You're right about the Wherry vehicles, now I come to think about it, but what colours was the lorry in the picture? I'm confused now – anybody else got some ideas?



DUSTCARTS AND ALDRIDGE TRANSPORT MUSEUM 2

I am just enjoying the latest edition of Vintage Roadscene, particularly the photograph of the Dennis dustcart at Jack Allen, Aldridge – I'm still trying to think of a suitable caption!

This is just a quick note to say the museum has now moved from the Jack Allen building, just around the corner to former industrial premises, on Shenstone Drive, Aldridge. It is certainly worth a visit and is going from strength to strength, after the move from Witton a few years back. A book has just been launched about the museum exhibits and its collection is being added to ongoing, and moving towards a museum of all types of transport. It is also now very well established within the local community.

Thanks for a great magazine and I love the emergency vehicle coverage. Keep up the great work.

Gavin Taylor, via e-mail

LIVERIES

Thank you for publishing the second part of the 'Tale of two ERFs' this month. There is, however, an important omission from my text, the magazine leaves out the tabulation mentioned. Perhaps you could include it in 'Scene & Heard' next month, along with the discovery of the identity of the unknown steam wagon referred to in part one.

Following the purchase of a back copy of the former 'Vintage Commercial Magazine', from March/Apr 1991, containing an article by the late R A Whitehead, the mystery of

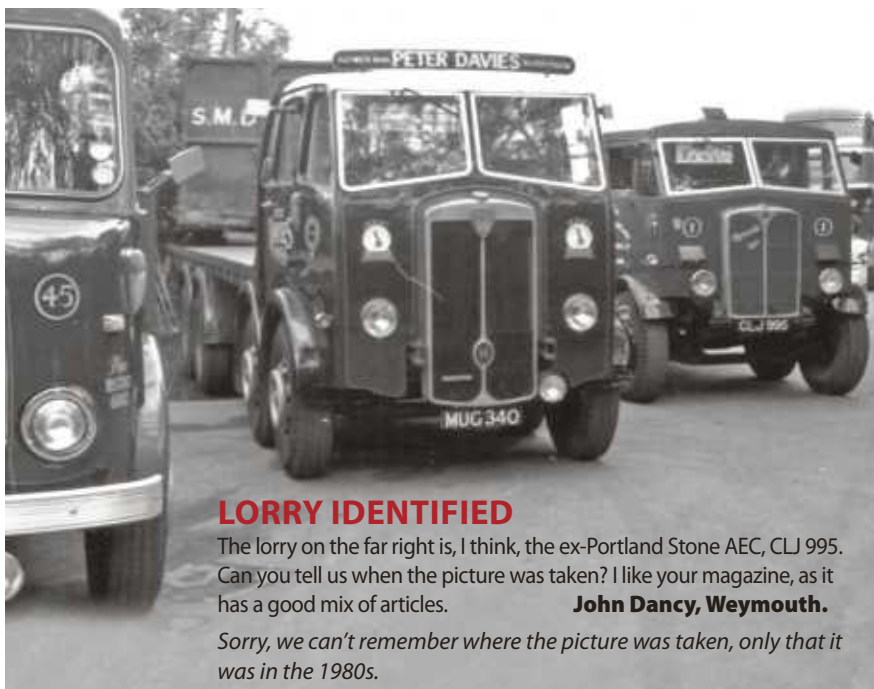
the unknown steamer mentioned: 'By the 24th February, the anonymous steam wagon had been sold, etc', has been solved, and I quote from Bob's article on Brewery Steam Wagons: 'Probably the most uncommon, so far as Kent is concerned, was the horizontal boiler Thornycroft bought by Reffell's Bexley Brewery in 1909. In those days Reffell's used a dark red or maroon livery, though later they went in for Cambridge blue'. Perhaps you can include this correction.

Allan Bedford

The list below itemises the vehicles and their repair costs :-

Date of Reg	Reg No.	Vehicle	Repair Cost	Comments
10/5/32	KJ6885	'Morris Commercial	Total loss	£130 compensation
9/12/33	AKO942	ERF	£11. 8. 0	
3/1/34	AKP499	ERF	£10.18.6	
23/3/34	AKT235	Morris Commercial	£75.16.9	
28/2/39	FKK991	Morris Commercial	£76.8.0	
27/4/39	FKT589	Morris 8 Series E	Total Loss	*£130 Compensation

*This car was valued by the company at £200 but it seems that the £130 was the agreed/offered figure for both a 1932 'Tonner' and a five year old car.



LORRY IDENTIFIED

The lorry on the far right is, I think, the ex-Portland Stone AEC, CLJ 995. Can you tell us when the picture was taken? I like your magazine, as it has a good mix of articles.

John Dancy, Weymouth.

Sorry, we can't remember where the picture was taken, only that it was in the 1980s.

THAT FAIRGROUND ERF

I trust that all is well with you. I was just reading through the latest 'adrenalin fix' when I saw a picture at the bottom of page 51.

The attached picture was taken by the late Edward James Beazley, back on 29th August 1977. I still think that it's sad that am able to recall from memory pictures from the thousands that I have on the computer, but that's life...

Jim King, via e-mail

Not sad at all, Jim, a very useful accomplishment, which we all benefit from, as here. Amazingly, the lorry was parked in an almost identical position on two occasions that year. There's another similar picture in the Stevens-Stratten collection.



GUINNESS AND LOAD RESTRAINT

I found your 'Guinness and Lorries in Dublin' article in the September Edition very interesting and informative.

With regard to the picture of the Guinness lorry on page 34, you note in the caption the apparent lack of load restraint on the large barrels on the trailer. Rest assured, I am sure the barrels would have been well 'chocked' with sandbags – a common practice at the time. A keen eye will reveal one of these, positioned just behind the rear barrel on the upper platform of the trailer. I believe that appropriately-filled used hop sacks were sometimes used for this purpose! The same sand bags were also used to ensure a 'soft landing' for the barrels when unloaded from the trailer during delivery!

John Noble, Nottingham

The article on CIE and Guinness lorries in Dublin was excellent, with really wonderful photographs, well done! I would like to make three comments if I may. The cabs on the 'AO' class lorries were indeed built locally, at the giant Spa Road Works in Inchicore, originally a Dublin United Tramways facility. The Gaelic (Irish) inscription on the building in Little Bray means 'Dublin and Wicklow Inn' or 'small hotel'. Little Bray is on the Wicklow/Dublin county boundary. Lastly, a very minor point, the bus following the 'A' class around the corner is not a Titan, but one of the six very rare Daimler CWD6s, bodied by CIE at Spa Road in 1946, which lasted in service until 1954/5, when their bodies were lengthened and fitted to Leyland PD2 'Special' chassis, becoming R575-R580.

Looking forward to more photographs from this wonderful collection.

John Curran, Dublin.

HEAVY HAULAGE AND BREAKDOWN VEHICLES

I have just received my copy of the latest issue in the road Haulage Archive series on Heavy Haulage, which I found to be very informative reading indeed. I am sure many of the vehicles depicted in the photographs are now, sadly, long scrapped.

I can remember Hills of Botley well. The company's yard is or was part of the DVSA testing station. I remember that owner, Jack Hill had many vehicles including Scammells, some of which had seen service with Pickfords or other companies.

The photograph, bottom of page 63, shows a Crane girder trailer, which was new to EW Rudd, passed to the Pickfords company, as mentioned in the caption, and was bought by the Royal Navy at H M Dockyard, Portsmouth, around 1967, was found buried under tons of scrap metal, rescued and later restored by Amalgamated Heavy Haulage and purchased by and exhibited at The Great

Dorset Steam Fair.

Perhaps at a later date we could have a Volume 2 in the series, and perhaps a second volume on Fairground Transport. Maybe the editor could consider a book in the series on breakdown/recovery vehicles, which I'm sure would be of interest. With vehicles covering light, medium and heavy recovery, including military vehicles, after 'demob', plus bus company and haulage vehicles, converted to breakdown spec, this could cover maybe two volumes in the series.

I also read with interest the article Upcycling Part 3, by Ian Young, featuring Diamond T wreckers in the September issue of Vintage Roadscene. At the recent John Keeley sale, there was a Diamond T 969 recovery vehicle, fitted with a Harvey Frost crane sold at the auction. Is there any more information available about this vehicle?

While on the subject of breakdown/recovery vehicles, does anyone have any photographs, in breakdown guise, of 648

DXL, which started life around 1962 as a Leyland Octopus tanker for Shellmex. In 1968, it was sold to H Charlton of Hull, the chassis shortened, and converted to breakdown specification, fitted with a large Harvey Frost recovery crane. I understand it was sold off at the Winkleigh sale some years ago and was restored to an eight-wheeled flatbed lorry and exhibited at the Great Dorset Steam Fair some time ago. If any pictures are available, perhaps the editor could publish them in a future issue of Vintage Roadscene.

Keep up the good work on an excellent magazine.

Stuart Day, Portsmouth.

We'll have to see what pictures we have for future issues of the Road Haulage Archive series, but your ideas are noted. Does anybody have a picture of the Reader Transport Leyland when it was a recovery vehicle? We'd love to publish them.

IDENTIFYING BMCS AND LEYLANDS

Thanks for publishing my letter last month. BMC certainly did have a confusing system and I hope the item, if read carefully, will clarify part of it. If anyone writes in with comments, I would be happy to answer them.

A few more notes on Austins: Commercials introduced in 1939 were K30 for 30cwt loads, K2 2-tonner and K3 3-tonner. (By the look of its wheels, the Austin in the shed on page 36 of the October issue is a K30; it was similar to a short wheelbase K2 but had different wheels with singles at the back). As the war progressed, the K30 was dropped and the K3 was beefed up to a 4-tonner called K4; later, it became a 5-tonner. So, at the end of the war, there was a K2 2-tonner and K4 5-tonner and, around 1948, these received an engine of larger bore and longer stroke, now of 4 litres in place of 3.5; confusingly, these were known as Series I. They were replaced in 1950 by the Series II, better known as Loadstar, which had a new style cab and front structure but were mechanically similar.

With Leyland Group vehicles, it's all in the wheels: Clydesdales have 10-stud wheels, Chieftains and Comets



(except Super Comets) have 8-stud wheels. Picture 2 on page 33, is a Clydesdale; picture 5 is a Comet with a trailing axle, probably a Primrose conversion; CTJ 152B on page 62 looks like a Chieftain.

On page 14: The Sentinel was photographed during a road test for 'Commercial Motor' in December 1950 which, from the Sentinel Works at Shrewsbury, followed the A5 to Chirk then Llangollen and the Horseshoe Pass. Laurence Cotton, who wrote the report, was impressed by its power;

leaving the works, the driver accelerated so rapidly that Mr Cotton glanced over his shoulder, thinking the trailer had become detached. He later had a chance to drive himself and, in his words: «A stop was made at the bottom of Chirk Hill to allow the photographer to get in place... The ascent was so rapid that he did not have time to reload the camera." At 135 bhp, the Sentinel would have been one of the highest-powered lorries of its time. Today, 'White Van Man' can expect that much power!

Bruce MacPhee, via e-mail

NEXT MONTH...
LIVESTOCK HAULAGE
IN KENT

SOME ESSEX
AMBULANCES

MORE BLACKHEATH
FUNFAIRS

50 YEARS SINCE
WEYMANNN CLOSED
PART 2

AND LOTS MORE OF THE USUAL FEATURES

DECEMBER ISSUE, ON SALE NOVEMBER 18TH

* Circumstances might cause the planned contents to change

DELIVERY
VEHICLES
- NOT ALL VANS



Early Days



Here's another couple of pictures from Keith Roberts' collection, which date from the early days of motorised transport. We don't know an awful lot about the vehicles shown, but we'll say what we

can. If anybody can add any information, we'd be pleased to hear from you...

The first picture comes from the archives of British Petroleum. It shows 'An early motor-driven delivery wagon – circa 1920'. I would suggest the lorry is earlier than that,

pre-World War I, and looks as if it could be a Leyland. The registration on the scuttle starts LN... so it was registered in London. Before garages installed bulk tanks and pumps – and road tankers were introduced – petrol was delivered in 2 and 5 gallon cans on the type of lorry shown here.

The second picture shows a party of folk on a charabanc outing. Typical of photographs of this sort, it concentrates on the people, at the expense of showing us all of the vehicle; most frustrating. The passengers don't look particularly happy. The picture could very well have been taken outside the Palace of Westminster in London, thinks Keith, so perhaps it's not a pleasure outing.

They are nearly all wearing coats and hats, cloche hats for the ladies and bowlers, trilbies or caps for the gents, very much the style of the 1920s. My grandmother had a saying: "If you can't fight, get a big hat!" I think it must have come from those times...

Unless somebody has any good ideas, maybe we'll never know what they were doing or where they were going, but it's fun to conjecture and pictures like these serve to show us what things were like in the early days of motoring and internal combustion-powered transport on our roads.



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